

Questions to the Mayor

9 SEPTEMBER 2021

WRITTEN ANSWER REPORT

Subject: MQT on 9 September, 2021
Report of: Executive Director of Assembly Secretariat

New homes

Question No: 2021/3681

Emma Best

Do you believe in working with local communities to get new homes built?

New homes

The Mayor

Last updated: 12 SEPTEMBER , 2021

My London Plan and London Housing Strategy place communities at the heart of the new development that is essential for London's future. Community involvement is key to ensuring London is inclusive and that new development is delivered in line with my vision for Good Growth.

The London Plan sets a new tone and expectation for communities' role in shaping the places that are important to them. It opens with Objective GG1, requiring those involved in planning and development to encourage early and inclusive engagement with local communities in the development of proposals, policies and area-based strategies.

The Plan also requires engagement and collaboration with communities to inform the development of the planning frameworks that guide development in Opportunity Areas, capable of accommodating significant numbers of new homes.

The Plan requires this high-quality engagement for all of London's strategic and local areas for regeneration.

Where housing estates are proposed for redevelopment, my London Plan requires engagement with residents to establish the objectives of the estate regeneration *before* any options are considered, implementing my Good Practice Guide to Estate Regeneration.

This includes a requirement for ballots wherever City Hall funding is to be used to support demolition and rebuild as the chosen option.

Non-crime hate incidents (2)

Question No: 2021/3734

Neil Garratt

If someone is reported for a non-crime hate incident and it is recorded by the Met police, how can they have the record removed if they think it is spurious or nonsensical?

Non-crime hate incidents (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Anyone who is a victim of or witness to hate crime in London should report it, to give the police the best opportunity to pursue the perpetrators and ensure victims get the support they may need.

Allegations will be assessed and recorded in line with College of Policing guidance and MPS Policy. The investigation of hate crime reports is victim focussed in its approach, taking into account the victim's needs and wishes at every stage. Whilst not every reported hate crime will result in a Criminal Justice outcome, every victim is offered a referral to an appropriate support agency.

As such, the recording of hate crime incidents is both lawful and extremely important in protecting people. It helps the police to build an intelligence picture relating to community tensions and the risks of incidents escalating into hate crimes.

People are not criminalised when hate incidents are judged to be a non-crime. If the incident does not amount to a criminal offence, then no person involved will be recorded as a suspect.

If an individual believes that their name has been incorrectly recorded on a report, they can contact the police directly, who can amend that report. The name will remain on the report but the status of that person – i.e. that they are not a suspect – will be clearly documented.

Summer policing of public spaces

Question No: *2021/3509*

Caroline Russell

Was the way public spaces were policed over the summer months in line with your vision for policing in London?

Summer policing of public spaces**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The MPS has been leading from the front this summer, with positive results. Several successful operations have been launched under a new strategy to reduce violence.

An increased police presence has resulted in a record number of lethal barrelled weapons being removed from our streets.

A joint operation involving officers from across the MPS, including the Violent Crime Taskforce, targeting violence in open spaces, and a major police operation to tackle county lines resulted in 26 vehicle seizures, eight arrests and the recovery of £30,000 worth of stolen goods.

As the MPS steps up its targeted enforcement activity, Londoners have also seen an increased police presence in certain areas of the city this summer. The MPS has had more officers on the streets patrolling open spaces and parks, as well as working to keep our town centres safe throughout the day and night.

City Hall has been backing this enforcement approach by regularly bringing together criminal justice partners to discuss how they can support localised policing tactics. Throughout the summer, the Deputy Mayor for Policing and Crime, my officers and I have been communicating with stakeholders and the community about how these tactics can keep Londoners safe, as well as providing safe places for those vulnerable to violence.

The result of these actions has been that we recently had an August Bank Holiday weekend that was safe and enjoyable for most Londoners. The MPS successfully deployed thousands of police officers to help keep communities safe, responding to crime, disorder and serious disruption related to protests and other events.

Northern Line Extension Noise

Question No: *2021/3279*

Marina Ahmad

Residents are reporting high levels of noise due to the work on the Northern Line Extension. What actions are being taken to mitigate this disruption?

Northern Line Extension Noise

The Mayor

Last updated: 12 SEPTEMBER , 2021

Works on the Northern Line Extension have been largely completed, with the project now in the testing and trial operations phase. Transport for London (TfL) is not aware of any current residential noise complaints relating to Northern Line Extension works. It has, however, received track noise complaints in the Kennington area, which have been investigated using noise measurements taken in residential properties, and attributed to track points on the existing Northern line. There are no obvious faults to the track to explain why noise became more apparent in June 2020. TfL has made a number of engineering interventions but, regrettably, has so far been unable to mitigate the noise for residents. The site remains under review.

National Sports Centre, Crystal Palace

Question No: *2021/3280*

Marina Ahmad

When can we expect a decision on the future of the National Sports Centre at Crystal Palace? I understand that further assessment work was due to be carried out, has this been completed?

National Sports Centre, Crystal Palace

The Mayor

Last updated: 12 SEPTEMBER , 2021

The sports centre at Crystal Palace is an incredibly important facility for Londoners. The facilities are over 50 years old, and the building has a complex and protected grade II* listed structure. Further assessment work has been carried out and I hope to be able to make a decision in the coming weeks.

Pride (1)**Question No:** [2021/3281](#)*Marina Ahmad*

Many people were disappointed to see London Pride celebrations cancelled again this year, despite the parade not breaching any Covid restrictions. Was this a decision solely made by Pride in London?

Pride (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Yes, this decision was made solely by Pride in London.

Pride (2)**Question No:** [2021/3282](#)*Marina Ahmad*

Constituents have noted that Pride in London has faced a number of issues, including sponsors pulling out and members resigning. Would an alternative organisation ever be considered to run Pride celebrations in London?

Pride (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Pride in London was awarded a grant to support the delivery of Pride celebrations in London for a 5-year period that ends in 2022. The funding for future Pride events will be awarded based on a competitive tender process.

Changes to Brixton bus stops**Question No:** [2021/3283](#)*Marina Ahmad*

Changes to bus stops outside Brixton station mean that passengers wishing to travel towards Tulse Hill and West Norwood face a long walk to their bus stop. I am also informed that there is now only one bus stop that services the above areas, when there used to be two. Was there any analysis of route density when the decision was made to change the bus stops?

Changes to Brixton bus stops**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Changes to Brixton bus stops**The Mayor**

Last updated: 16 SEPTEMBER , 2021

Changes to the southbound bus stops on Brixton Road were implemented in May 2020 as part of Transport for London's (TfL's) emergency response to the Covid-19 pandemic in order to provide more footway space and enable social distancing.

TfL uses passenger boarding and alighting data to assess the impacts of changes. The data from these bus stops suggested that pavement crowding was likely to be a problem as more people returned to the network whilst social distancing measures were still in place.

TfL therefore temporarily suspended stop P and split stop N services between stops N and Q in order to reduce crowding and provide more footway space. Services towards Tulse Hill along Effra Road continue to serve stops Z and ZA. The change has meant an additional 200 metres walking distance for approximately 120 passengers in the busiest hour (1615 – 1715) on a typical pre-pandemic day. At the time of assessment (May 2020), this number was 13 passengers in the busiest hour.

The scheme to increase footway space is operating on a temporary, experimental basis and following the easing of Covid-19 restrictions, TfL is reviewing its operation and impacts to determine next steps. If TfL believes there is a case for retaining the scheme in the future, there will be a consultation with local people and stakeholders.

COVID-19 and financial hardship

Question No: [2021/3284](#)

Marina Ahmad

The University of Essex's Centre for Microsimulation and Policy Analysis (CeMPA) research on how COVID-19 has impacted levels of financial hardship in London was due to be published this summer. How will you use the key findings to influence your policies to support London's recovery?

COVID-19 and financial hardship

The Mayor

Last updated: 12 SEPTEMBER , 2021

My officers commissioned academics from the University of Essex to carry out the research you refer to, to provide greater understanding of how Covid-19 has affected levels of financial hardship in London.

The findings of the research will be published in September and will explore how effective the national welfare policies introduced since the beginning of the crisis have been at tackling poverty, which Londoners have benefitted most, and which stand to lose the most from their withdrawal. The research will also model the impact on poverty rates of a selection of alternative welfare policies.

Once published, I'll share the findings with Government Ministers and civil servants and call on them to take action where appropriate. My officers will use the new data about which groups of Londoners have been hit hardest by the crisis to inform the nature of support offered through the Robust Safety Net recovery mission.

Menopause policy

Question No: [2021/3285](#)

Marina Ahmad

The Women and Equalities Committee have launched an inquiry into menopause and the workplace. Given that you are introducing a menopause policy in City Hall, will you make a submission to the inquiry with the evidence that you have gathered, and

outline the actions that you are taking to support people going through the menopause in the workplace?**Menopause policy****The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Menopause policy**The Mayor**

Last updated: 14 OCTOBER , 2021

I am committed to the GLA Group adopting progressive Menopause policies and have made a commitment to this as part of my Mayoral manifesto. Officers are working collectively across the Group to develop this new policy and I will encourage them to be open and transparent with all stakeholders including the Women and Equalities Committee should they gather evidence that is useful to share.

Shortage of HGV drivers**Question No: 2021/3286**

Marina Ahmad

What impact is the shortage of HGV drivers having in London and what action is needed to prevent upheaval in the food industry?**Shortage of HGV drivers****The Mayor**

Last updated: 12 SEPTEMBER , 2021

Reports in the press of disruption to food supply are of course a concern. Some restaurants and shops report a reduction in choice and the supply arising from a shortage of drivers. Some local authorities say that some waste collection has been affected. The road haulage industry has reported for a number of years that there is a shortage of HGV drivers and this has been exacerbated by the disruption from COVID-19 and Brexit. The Government has taken some measures to respond to the issue and continues to liaise with industry. The issue has not been raised as a significant concern through the London Resilience Partnership.

Good employment practices in gig economy**Question No: 2021/3287**

Marina Ahmad

When do you expect your charters for good work and best practice for both gig economy workers and freelancers in the creative industries to be published?**Good employment practices in gig economy****The Mayor**

Last updated: 12 SEPTEMBER , 2021

Work is underway to develop these initiatives which are expected to be in place by ~~mid-the end~~ of 2022. Both will build on the principles of my Good Work Standard.

I am working with the Creative Industries Federation to design a national framework for good work for creative freelancers. London will play a pivotal role. Workers taking part in my Creative Freelancers Shaping London's Recovery Programme will be actively involved in designing the framework.

The GLA is conducting research with gig workers to better understand their needs, before re-engaging with platforms themselves, unions and other stakeholders.

I continue to support good work in these industries through existing programmes. For example, the Mayor's Resilience Fund funded four innovators to develop a platform to help gig workers better understand their pay. I look forward to working the Living Wage Foundation and the winning organisation, Finmo, on the next steps.

Tourism in London (1)

Question No: [2021/3288](#)

Marina Ahmad

How many jobs are there in London's tourism sector currently? How does this compare to before the pandemic?

Tourism in London (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The tourism sector is not a conventional sector in the ONS statistics as it is defined by consumer characteristics and it is therefore harder to measure. [Estimates](#) of tourism employment are provided by the Department for Digital, Culture, Media and Sport using the UK-Tourism Satellite Account, with the latest data covering the period October 2019 to September 2020. The bespoke methodology means however that the estimates are not available for individual regions.

For London it is still possible to look at the impacts of the pandemic on jobs in tourism-related industries. There were, for example, 383,000 workforce jobs in the accommodation and food sector in London in March 2021 – a fall of 75,900 or 17 per cent compared to March 2020. This was the [largest fall](#) in jobs in London since the start of the pandemic, although it is unclear how much of this can be attributed to tourism.

Tourism in London (2)

Question No: [2021/3289](#)

Marina Ahmad

Following MQ 2021/3024 in July 2021, has the Government responded to you regarding your request for additional funding to support tourism in London?

Tourism in London (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Government has not yet provided a response.

As noted in my earlier response to you, the BEIS Secretary of State confirmed that it is of critical importance to government and the visitor economy that central London recovers

quickly. In June, the Government issued a Tourism Recovery Plan emphasising the importance of the return of tourists to London to the UK's recovery.

25 per cent of the UK's economic output comes from London, contributing net £38.7 billion to the Treasury before COVID-19. The scale of the challenge facing London remains huge and will continue until the return of international tourism. I am keen to continue to work more closely with Government on London's tourism recovery.

Together with my Deputy Mayors and officers I will continue to inform government on the successes of the Let's Do London campaign and request additional funding for the recovery of London's visitor economy.

Tourism in London (3)

Question No: *2021/3290*

Marina Ahmad

What resources has the Government provided to London to support tourism in the capital which has been impacted by the pandemic?

Tourism in London (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

So far, no dedicated resources have been provided by Government to support the recovery of London's visitor economy.

The Government's Tourism Recovery Plan published June 2021 acknowledged the importance of London to the UK.

That's why together with business leaders including UK Hospitality, Association of Leading Visitor Attractions and NightTime Industries Association and representatives from the London Covid Business Forum we have asked the Government to support the Let's Do London campaign and to support an international campaign. We have yet to receive a response.

Tourism in London (4)

Question No: *2021/3291*

Marina Ahmad

What support is the tourism industry calling for from you as Mayor and from the Government?

Tourism in London (4)

The Mayor

Last updated: 12 SEPTEMBER , 2021

I set up the industry-led London Tourism Recovery Board for key partners to develop and implement the Let's Do London campaign which is the largest domestic tourism campaign London has ever had.

The London Tourism Recovery Board includes business organisations like UK Hospitality and the Association of Leading Visitor Attractions. The Board has informed the aims and performance indicators for the Let's Do London campaign.

Tourism industry stakeholders are also members of my London Covid Business Forum. The Forum has set out a roadmap to support London's economic recovery over a 12 month period. Its aims are the safe and full reopening of London's economy, to rebuild consumer confidence and to enable our retail, hospitality, cultural, leisure and tourism sectors to get back to business.

Let's Do London

Question No: [2021/3292](#)

Marina Ahmad

Can you provide an update on the Let's Do London campaign and how it is has benefitted London's economy since its introduction?

Let's Do London

The Mayor

Last updated: 12 SEPTEMBER , 2021

My Let's Do London campaign has attracted visitors to the Central Activities Zone, driving footfall, increasing consumer spending and boosting public confidence to support jobs and economic recovery.

Recent survey data shows that those who can recall the campaign are twice as likely to have visited London since launch in May 2021, with two-thirds of this audience having visited since the launch of the campaign. Consumer confidence to visit the capital in the future has also increased, with 9 in 10 people from outside London who recall the campaign intending to London visit within the next year.

Mid-August saw the highest average daytime visitor numbers since 19 July reopening, with weekend visitor levels at 86 per cent of the usual rate and weekdays at 62 per cent. Restaurants spend at weekends is at 90 per cent of 2019.

Living Wage City

Question No: [2021/3293](#)

Marina Ahmad

Can you provide an update on actions taken to make London a Living Wage City?

Living Wage City

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Making London a Living Wage City Region campaign will be led by the Living Wage Foundation and London Citizens, with my support. I look forward to working closely with employers, local communities, anchor institutions, workers and industry representatives to increase Living Wage uptake in our city, with specific action groups addressing low-pay parts of our economy.

Meanwhile, I continue to actively support the Living Wage campaign. The number of London Living Wage employers has more than doubled to 2,200 since 2016. 89,000 Londoners receive a pay rise each year as a result. The Living Wage is at the heart of my Good Work Standard, as a core requirement for accreditation.

Partnering with Nesta and the Living Wage Foundation, the Mayor's Resilience Fund funded four innovators to develop a platform to help gig workers better understand their pay. The winning organisation, Finmo, are taking this forward over Autumn.

I look forward to announcing the new London Living Wage rate during Living Wage Week.

London Living Wage by sector

Question No: [2021/3294](#)

Marina Ahmad

Can you provide a breakdown of London Living Wage accredited employers by sector, per year since 2012?

London Living Wage by sector

The Mayor

Last updated: 12 SEPTEMBER , 2021

The table below provides a breakdown of London Living Wage accredited employers by sector since 2012.

Year	Private Sector	Third Sector	Public Sector
2021 (YTD)	265	102	14
2020	254	93	18
2019	236	114	17
2018	161	95	18
2017	127	90	15
2016	111	81	18
2015	97	51	12
2014	80	75	23
2013	37	34	26
2012	23	38	11
Total	1391	773	172

Source: Living Wage Foundation-held count of accredited employers headquartered in London at

London Living Wage by borough

Question No: [2021/3295](#)

Marina Ahmad

Can you provide a breakdown of London Living Wage accredited employers by borough, per year since 2012?

London Living Wage by borough

The Mayor

Last updated: 12 SEPTEMBER , 2021

The table below provides a breakdown of London Living Wage accredited employers by borough since 2012. This is based on the listed headquarters of each organisation.

Borough	2021 (YTD)	2020	2019	2018	2017	2016	2015	2014	2013	2012	Total
Barking & Dagenham	6	1		1	3		1			1	13
Barnet	7	4	2	1	3	1	1	1	2		22
Bexley		2			1	2					5
Brent	8	5	2	5	4	7	4	2	1		38
Bromley	4	3	2		1	1				1	12
Camden	39	39	36	29	24	19	16	24	12	10	248
City of London	37	42	39	24	19	15	17	24	10	15	242
Croydon	12	6	9	7	8	6	3		2		53
Ealing	7	7	6	6	5	9				1	41
Enfield	5	4	1	4	1	2		1	1		19
Greenwich	4	3	4	3	3	24	19		1		61
Hackney	20	38	26	24	17	10	11	10	3	3	162
Hammersmith & Fulham	10	9	5	6	3	2	1	3		1	40
Haringey	9	9	4	6	1	3	1	9			42
Harrow	3	4	1				1	1			10
Havering		1		1							2
Hillingdon	4	1			3						8
Hounslow	3	2	3	2	2	3	2		1	1	19
Islington	25	29	33	34	17	20	14	18	13	12	215
Kensington & Chelsea	6	12	10	4	3	1	4	3	2	2	47
Kingston upon Thames			5	1	2		1				9
Lambeth	25	18	32	17	15	15	8	10	6	4	150
Lewisham	9	13	9	8	10	5	3	2		1	60
Merton	4	4	4	2		3		3	1	1	22
Newham	15	9	7	4	3	2		2	4		46
Redbridge	1		3	1	1	1	1	1			9
Richmond upon Thames	2	5	3	3	3	3			1		20
Southwark	32	28	38	20	23	25	12	20	11	4	213
Sutton	2		1	2	1		1			1	8
Tower Hamlets	14	12	21	21	16	10	14	16	4	9	137
Waltham Forest	9	5	8	6	5	1		2			36
Wandsworth	11	9	8	5	3	3		1	3		43
Westminster	48	41	45	27	32	17	25	25	19	5	284

Source: Living Wage Foundation-held count of Living Wage employers headquartered in London at point of accreditation

London Living Wage by sector

Question No: [2021/3296](#)

Marina Ahmad

Can you provide a breakdown of the number of Londoners who have received the London Living Wage by sector, per year since 2012?

London Living Wage by sector

[The Mayor](#)

Last updated: 12 SEPTEMBER , 2021

The table below provides a breakdown of the number of employees for London-based Living Wage accredited employers who have received the London Living Wage by sector since 2012.

Employee numbers are provided to the Living Wage Foundation on an organisation-wide basis, rather than on a site-by-site basis, therefore all numbers may include non-London residents where a Living Wage Employer is headquartered in London but employs staff elsewhere in the UK.

Year	Private Sector		Third Sector		Public Sector	
	Total employees	Uplifted employees**	Total employees*	Uplifted employees	Total employees	Uplifted employees
	*			**	*	**
2021 (YTD)	39300	6800	4100	1000	17300	2900
2020	43000	7200	2900	400	58000	1800
2019	42200	4700	5500	1110	27200	4100
2018	24900	3600	17600	1400	7600	2800
2017	58400	4900	9400	800	7400	1200
2016	47700	13100	6000	600	9700	800
2015	149800	7800	9700	900	11200	500
2014	46100	3000	9200	600	21100	1600
2013	82800	2900	2500	500	57900	4900
2012	48700	6400	5100	100	19300	1900

Source: Living Wage Foundation-held count of employees working for accredited employers headquartered in London at point of accreditation. All numbers were rounded to the nearest 100.

*Total employees represent all staff, including regular third party contracted staff, who work for a Living Wage Employer headquartered in London.

**Uplifted employees represent all staff, including regular third party contracted staff, who work for a Living Wage Employer headquartered in London, and who received a pay rise to the Living Wage at the point of their employer's accreditation.

London Living Wage by gender

Question No: [2021/3297](#)

Marina Ahmad

Can you provide a breakdown of Londoners in receipt of the London Living Wage by gender, per year since 2012?

London Living Wage by gender

The Mayor

Last updated: 12 SEPTEMBER , 2021

Data on Londoners in receipt of the London Living Wage by gender is not currently collected. However, based on Annual Survey Hours and Earnings data, it is possible to identify the percentage and number of jobs that are paid below the London Living Wage, broken down by gender, is outlined in the below table. This data is available from 2016 to 2020.

	2020		2019		2018		2017		2016	
	No. (000s)	%	No. (000s)	%	No. (000s)	%	No. (000s)	%	No. (000s)	%
Men	314	15.5	354	16.3	384	17.2	362	16.4	359	16.7
Women	466	23.7	483	23.3	487	24.1	452	22.6	443	22.5

Source: Annual Survey of Hours and Earnings

London Living Wage by ethnicity

Question No: [2021/3298](#)

Marina Ahmad

Can you provide a breakdown of Londoners in receipt of the London Living Wage by ethnicity, per year since 2012?

London Living Wage by ethnicity

The Mayor

Last updated: 12 SEPTEMBER , 2021

This information is not collected by the Living Wage Foundation. However, using Annual Survey Hours and Earnings data, combined with the Labour Force Survey, which is available from 2016-2020, the percentage of jobs that are paid below the London Living Wage, broken down by ethnicity, is outlined in the below.

	2020	2019	2018	2017	2016
White	11.1	10.4	10.7	11.1	10.1
Mixed/_Multiple ethnic groups 2020	18.1	17.2	18.3	16.3	20.0
Indian	18.3	14.4	15.8	16.7	20.8
Pakistani	19.8	25.2	23.1	24.3	16.4
Bangladeshi	26.1	19.9	38.0	35.8	36.7
Chinese	7.3	18.7	8.1	4.3	8.2
Any other Asian background	19.1	19.9	23.5	24.7	20.6
Black/_African/_Caribbean/_Black British	26.8	20.3	25.0	18.0	20.1

Other ethnic

29.0 31.3 22.4 23.5 22.6

group

Source: Annual Survey of Hours and Earnings (ASHE) and Labour Force Survey (LFS). LFS results scaled to ASHE Data.

Note: The data on ethnicity by nine different ethnic groups, when broken down by year and by location as London, were taken from small sample sizes and should therefore be understood as indicative, and not wholly statistically robust.

London Living Wage by age

Question No: [2021/3299](#)

Marina Ahmad

Can you provide a breakdown of Londoners in receipt of the London Living Wage by age, per year since 2012?

London Living Wage by age

The Mayor

Last updated: 12 SEPTEMBER , 2021

The percentage and number of jobs that are paid below the London Living Wage, broken down by age, is outlined in the below table. This is based on Annual Survey Hours and Earnings data which is only available from 2016 to 2020.

Age	2020		2019		2018		2017		2016	
	No. (000s)	%	No. (000s)	%	No. (000s)	%	No. (000s)	%	No. (000s)	%
18 - 21	75	68.0	91	68.1	94	76.8	97	73.3	98	73.8
22 - 29	171	21.2	187	21.0	189	21.6	193	21.5	207	23.3
30 - 39	146	13.8	163	13.9	171	14.5	165	14.3	163	14.6
40 - 49	148	16.8	143	15.8	156	16.9	155	16.9	146	16.2
50 - 59	119	17.0	127	18.0	129	18.3	110	15.7	98	14.4
60+	69	26.4	64	23.7	68	25.8	51	21.2	44	19.9

Source: Annual Survey of Hours and Earnings

London Living Wage by disability

Question No: [2021/3300](#)

Marina Ahmad

Can you provide a breakdown of Londoners who have a disability and are in receipt of the London Living Wage, per year since 2012?

London Living Wage by disability

The Mayor

Last updated: 12 SEPTEMBER , 2021

The percentage and number of jobs that are paid below the London Living Wage, broken down by disability status, is outlined in the below table. This is based on Annual Survey Hours and Earnings data which is only available from 2016 to 2020.

Disability status	2020	2019	2018	2017	2016
Identify as living with a disability or long-term health condition	19.6	20.0	25.8	26.0	25.0
Do not identify as living with a disability or long-term health condition	12.1	13.4	15.2	19.2	15.3

Source: Living Wage Foundation analysis of Annual Survey of Hours and Earnings and Labour Force Survey

Kickstart job scheme (1)

Question No: *2021/3301*

Marina Ahmad

Do you have the most-up-to-date figures on how many job placements have been created and filled in London under the Kickstart job scheme so far? If not, can you secure this information?

Kickstart job scheme (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Regional Kickstart data is currently limited to information being provided by Ministers in answers to Parliamentary Questions.

In an answer to a question asked on 21 July, prior to parliamentary recess, Baroness Stedman-Scott specified that 30,400 Kickstart jobs have been made available in London with 11,110 jobs starting.

However, these figures are likely to overstate numbers in London – as the Minister noted that these figures are based on employer head office location, rather than accurate locations of Kickstart jobs.

I am working closely with Jobcentre Plus, as well as London's boroughs, sub-regional partnerships and other local partners, to ensure more Londoners get the support they need to find and progress in good jobs through Kickstart and other learning and employment support programmes.

Kickstart job scheme (2)**Question No:** [2021/3302](#)*Marina Ahmad*

Do you have a borough-by-borough breakdown of the Kickstart job scheme figures for London? If not, can you secure this information?

Kickstart job scheme (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

A borough-by-borough breakdown of Kickstart placements is not currently publicly available.

London Councils and I will continue to ask the Department for Work and Pensions for this data to enable us to help more Londoners into work and support the capital's recovery.

Kickstart job scheme (3)**Question No:** [2021/3303](#)*Marina Ahmad*

Can you confirm if a target has been set for the Kickstart Job Scheme in London, and if so, what it is?

Kickstart job scheme (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Government expects the Kickstart Scheme to create more than 250,000 jobs in the UK by December 2021. The government has not set regional targets for the scheme.

Unemployment in London (1)**Question No:** [2021/3304](#)*Marina Ahmad*

The latest Office for National Statistics release shows that London has the highest regional unemployment rate of 6.4%. What are the contributing factors to this and what action are you taking to support unemployed Londoners?

Unemployment in London (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The impact of COVID-19 on sectors such as hospitality and international tourism, as well as employers within London's Central Activities Zone (CAZ), means that our labour market continues to be disproportionately affected by the pandemic.

I am supporting unemployed Londoners through a range of skills and employment programmes.

130,590 Londoners enrolled in an Adult Education Budget (AEB) course during the first half of the 2020/21 academic year, around half of whom (66,520) declared to be unemployed. I have introduced flexibilities to the AEB programme to allow more Londoners to get job-focused training and access fully funded courses at level 3.

My Academies Programme will support Londoners hardest hit by the pandemic into good work in sectors critical to London's recovery, whilst the Careers Hubs and Workforce Integration Network are also helping Londoners to access job opportunities and careers support.

The No Wrong Door Initiative which we are developing with London Councils and other partners will also help to ensure Londoners can access the right type of support to progress into good jobs.

Unemployment in London (2)

Question No: 2021/3305

Marina Ahmad

What action can the Government take to reduce unemployment in London?

Unemployment in London (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Tackling unemployment is central to London's recovery, and as such I welcome the Government's overall *Plan for Jobs* programme.

We are working closely with the Department for Work and Pensions and Job Centre Plus to ensure that skills and employment services in London are supporting Londoners most impacted by the pandemic. This includes working with London Councils and other partners to establish a *No Wrong Door* approach, helping Londoners most in need to access support tailored to their circumstances.

I have been calling on the Government for a devolved, multi-year, single funding settlement for an integrated skills, work and education system. I've also asked ministers to ensure Local Skills Improvement Plans build on the momentum Mayors across the country have already created to ensure skills provision responds to the distinct needs of local areas.

Unemployment on the London Datastore

Question No: 2021/3306

Marina Ahmad

Can you provide unemployment rates by London borough on the London Datastore?

Unemployment on the London Datastore

The Mayor

Last updated: 12 SEPTEMBER , 2021

Two sets of statistics may be used to track unemployment at the borough level and these are already available on the London Datastore.

The main unemployment rate estimates at the local level come from the ONS annual population survey and cover a 12-month period. Estimates for London boroughs are provided on the London Datastore here: <https://data.london.gov.uk/dataset/model-based-unemployment-estimates>.

The claimant count is the number of people claiming unemployment related benefits. This is a timely source of data, but can be affected by changes to benefit rules. The latest estimates for

London boroughs are reported on the Datastore
here: <https://data.london.gov.uk/dataset/gla-economics-covid-19-labour-market-analysis>.

Mental Health of TfL Staff

Question No: 2021/3308

Elly Baker

What is TfL doing as an employer to recognise that the last 16 months has taken a toll on some TfL staff's mental health and how are you supporting them?

Mental Health of TfL Staff

The Mayor

Last updated: 12 SEPTEMBER, 2021

The health and wellbeing of its staff has always been of paramount importance to Transport for London (TfL), and this has been particularly important during the last 16 months throughout the different stages of the pandemic. Wellbeing is monitored through TfL's staff survey and additional wellbeing surveys that were instated in response to the pandemic.

Increased mental health support has been provided to TfL staff during the pandemic, including:

- bereavement support packages with counselling for family members/dependents of those who have sadly died due to coronavirus and coronavirus complications
- increased support for operational frontline employees with the offer of counselling from the mental health team
- Covid Anxiety Support Groups, Stress Reduction Groups and Management Resilience Groups promoting resilience in staff and managers and 1-1 Sleep Clinics for staff experiencing sleep difficulties
- Mental Health Awareness training developed by the charity MIND in conjunction with the Rail Safety and Standards Board and available through e-learning; TfL's Employee Assistance Programme (EAP) continued to provide support with resources on COVID-19
- TfL's EAP and Occupational Health department have been available to support staff throughout the pandemic

TfL has a dedicated New Ways of Working team to support employees, including by providing practical ways to improve their home working experience and best practice advice to support people returning to the office work environment.

Mental Health Support for Staff

Question No: [2021/3309](#)

Elly Baker

Since restrictions have lifted we have seen an increase in people returning to work. The pandemic, adjusting to a return to work and to travelling to work will have all caused an increase in mental health issues, anxiety and stress for workers across London. If London is to have a healthy recovery out of the pandemic, employers will have to be more understanding about these sorts of issues. How are you ensuring TfL and the GLA family is setting that example for other employers across London and what work are you doing to spread best practice?

Mental Health Support for Staff

[The Mayor](#)

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Mental Health Support for Staff

[The Mayor](#)

Last updated: 26 OCTOBER , 2021

As I stated in my response to Mayor's Question [2021/3248](#), genuine flexible working can be beneficial for both the employer and the employee, but to be so it must accommodate the needs of workers alongside those of the organisation, to ensure they can plan their life around work.

With my full support, Transport for London (TfL) has launched its New Ways of Working initiative, which seeks to move towards a hybrid working model where employees spend some time working in an office, and some time working at home. Crucially it sought the views of its staff at an early stage and has taken them into account in developing its plans. This has been especially important for those staff members with responsibilities outside of work, such as carers and parents, and those who are more vulnerable, such as older workers, disabled people and those with mental health conditions. Wellbeing has been an important consideration throughout and TfL continues to ensure that support remains in place and is accessible, especially in relation to mental health in what is a uniquely challenging time. Where appropriate, TfL's contractors have been encouraged to adopt similar measures with their employees.

To help set an example to other employers across London the GLA is spreading good work practice through the My Good Work Standard (GWS), to which the GLA family are all accredited. The GWS models best practice for employers to support workplace well-being. In addition, London's Recovery Programme is prioritising mental health and wellbeing as one of nine key focus areas, or 'recovery missions'. The Mental Health and Wellbeing mission is about improving Londoners' access to support and resources that can benefit their own wellbeing and enable them to have a more active role in supporting the wellbeing of those around them.

Accessibility Audit**Question No:** 2021/3310*Elly Baker*

Atkins has been appointed by the Department for Transport (DfT) to carry out an accessibility audit of all UK rail stations over the next two years. What discussions, if any, has TfL had with Atkins regarding the audit of TfL stations?

Accessibility Audit**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Accessibility Audit**The Mayor**

Last updated: 14 OCTOBER , 2021

I am pleased that following the pledge in the Williams-Shapps Plan for Rail, the Department for Transport has appointed Atkins to undertake an accessibility audit of all UK train stations. I support the Government's commitment to improve access to UK railway stations. It's right that those with disabilities have better access to public transport and a bigger say in how they travel.

Atkins has not yet held any discussions with Transport for London (TfL) about the audit since their appointment was announced in August, however TfL would welcome the opportunity to speak to them about this important issue. TfL is committed to taking action to ensure disabled people can travel easily, safely and with independence and has continued to make progress to make its transport network more accessible to all. This includes expanding step-free access across more of the TfL network, installing tactile paving and delivering the provision of its Turn up and Go service for those with visual and mobility impairments.

4.8% Fare Rise (1)**Question No:** 2021/3311*Elly Baker*

What discussions, if any, have you had with the Government regarding their requirement that you raise fares by RPI+1% in January 2022? Is the Government minded to remove that condition for the TfL funding deal?

4.8% Fare Rise (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

4.8% Fare Rise (1)**The Mayor**

Last updated: 14 OCTOBER , 2021

Since publication of the July Revised Budget, the Office for National Statistics released the month July 2021 RPI figures which determines fare increases nationally in January 2022. This

came in at an annualised rate of 3.8 per cent (CPI was 2.0 per cent). Therefore, an RPI + 1 fare increase would be 4.8 per cent.

TfL and I are committed to keeping public transport as accessible and affordable as possible and no decisions on the fares package for 2022 have been made.

When a decision is made, consideration will need to be given to the prevailing economic circumstances and the explicit condition in the funding agreement. TfL has an assumption within the Financial Sustainability Plan and in its Revised Budget of an overall fares increase of RPI+1% on fares under my control in 2022.

4.8% Fare Rise (2)

Question No: *2021/3312*

Elly Baker

Given the climate emergency are you concerned that a 4.8% fare rise in January 2022 will price people off public transport and into private motor vehicles?

4.8% Fare Rise (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

4.8% Fare Rise (2)

The Mayor

Last updated: 14 OCTOBER , 2021

It is absolutely vital that we avoid a car-led recovery from the pandemic, as this would have devastating consequences both in terms of carbon emissions and air quality in London. In order to encourage the use of sustainable transport modes, it is vital that public transport remains affordable.

I am committed to keeping public transport as accessible and affordable as possible. My decision on the overall fares package for 2022 will be taken later this year. When making this decision, I will need to take into account considerations such as the prevailing economic circumstances and the requirement by the Government in the most recent funding settlement that Transport for London (TfL) raises fares by RPI+1 per cent overall on fares under my control in 2022.

Since publication of TfL's July Revised Budget, the Office for National Statistics (ONS) has released the July 2021 RPI figures which determines fare increases nationally in January 2022. This came in at an annualised rate of 3.8 per cent (CPI was 2.0 per cent). Therefore, an RPI + 1 fare increase would be 4.8 per cent.

TfL's Cycle Map (1)

Question No: *2021/3313*

Elly Baker

In June 2021, my office raised with TfL issues with the legibility of the TfL cycle map (<https://tfl.gov.uk/maps/cycle?intcmp=40402&intcmp=58492&intcmp=60683>) and the lack of any legend explaining what the different coloured routes on the map refer to. Can you

provide an update as to when the legibility issue will be resolved, and a legend added to the map?

TfL's Cycle Map (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL's Cycle Map (1)

The Mayor

Last updated: 19 SEPTEMBER , 2021

The Transport for London's (TfL) Cycle Map uses Google Maps as its base map. This base map already has footpaths and off-carriageway cycle tracks embedded into it. TfL then overlays the branded Cycleways network on top. TfL's development team will investigate whether it's possible to turn off the off-carriageway routes to improve legibility, and to supplement with a key explaining the various route colours used. TfL will report on progress with the feasibility work before the end of October.

TfL's Cycle Map (2)

Question No: 2021/3314

Elly Baker

The off-carriageway track on Camley Street shown on the TfL cycle map does not appear to be fully accessible. In July 2021 TfL contacted Camden Council to ask them to consider reviewing this access control layout. Can you update me on the response you have received from Camden and when the layout will be changed?

TfL's Cycle Map (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL's Cycle Map (2)

The Mayor

Last updated: 19 SEPTEMBER , 2021

Transport for London's (TfL's) Cycleways network are designed in line with London Cycling Design Standards to be fully accessible.

Camley Street and this off-carriageway track are not part of TfL's Cycleways network. TfL has therefore contacted the London Borough of Camden, who are responsible for this section of track. They have advised that, unfortunately, due to the lack of availability of funding, there are no immediate plans to make any changes to the track.

TfL's priority is to ensure delivery of existing committed schemes by December 2021 when its current financial agreement with Government expires. Any new proposals will have to be considered beyond this financial year. However, TfL will continue to work with Borough officers to resolve the accessibility issues at this location.

Accessible Cycling (1)

Question No: 2021/3315

Elly Baker

Local Transport Note 1/20's 'cycle design vehicle' is similar to London Cycling Design Standards concept of 'the inclusive cycle'. Can you update me on your review of the implications of the changes made in LTN 1/20 and whether the 'inclusive cycle' guidance needs to be updated?

Accessible Cycling (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

As set out in LTN 1/20 Cycle Infrastructure Design guidance, local authorities and Transport for London (TfL) are responsible for setting design standards for their roads. Much of the LTN 1/20 was based on TfL's London Cycling Design Standards (LCDS) and so is largely aligned with our existing guidance.

Key design factors for non-standard cycles such as indicative dimensions are comparable between LCDS and LTN 1/20. TfL and the boroughs benefit from having guidance tailored for the London context, which links with wider London policy documents, including the London Plan. TfL intends to update LCDS accordingly where there are additional recommendations in LTN 1/20 that TfL has evidence to support.

Accessible Cycling (2)

Question No: 2021/3316

Elly Baker

Can you confirm that all TfL branded cycle routes (cycleways, cycle superhighways and quietways) are fully accessible to all types of cycle, as per the London Cycling Design Standards concept of 'the inclusive cycle'?

Accessible Cycling (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Transport for London's (TfL) cycle route quality criteria are helping to improve the cycle network in London, ensuring consistency and a high-quality experience across all new routes. The six criteria are designed to be consistent with recommendations in the London Cycling Design Standards, including recommendations on inclusive cycling, and are being used to shape the design of new cycling infrastructure.

TfL is working to assess existing cycle superhighways and quietways against the cycle route quality criteria as part of efforts to rebrand them as Cycleways, ensuring that the network is made as accessible as possible to all users.

Accessible Cycling (3)

Question No: 2021/3317

Elly Baker

I understand that footpath / off-carriageway cycle track data are included in the Cycling Infrastructure Database, but which sections of track are fully accessible is not identified. What

plans, if any, do you have to audit these cycle tracks to identify accessibility issues a) so cyclists know which tracks are not accessible and b) so TfL/Boroughs can seek to make them fully accessible at the earliest opportunity?

Accessible Cycling (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Off-carriageway paths typically do not form part of the strategic Cycleways network but where they do, they will have undergone a review and infrastructure upgrade as part of the Cycle Route Quality Criteria process to ensure that they are accessible. Any route which is signed as a Cycleway will be accessible to all cycles.

The Cycling Infrastructure Database (CID) identifies all off-carriageway links which permit cycling, however many of these are not designated as Cycleways and so may not entirely meet the accessibility criteria. Transport for London (TfL) will continue to work with the boroughs to audit proposed new routes, to ensure all Cycleways are accessible and inclusive. As the strategic cycle network expands, they will also be updating their online cycling map, to show customers where these new accessible routes are located.

The Williams-Shapps Rail Review (1)

Question No: 2021/3318

Elly Baker

What discussions, if any, have you held regarding the implementation of the Williams-Shapps Rail Review in London?

The Williams-Shapps Rail Review (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

The Williams-Shapps Rail Review (1)

The Mayor

Last updated: 16 SEPTEMBER , 2021

Transport for London (TfL) has made initial contact with the Department for Transport's transition team that is managing the implementation of the Williams-Shapps Rail Review. TfL will work closely with them over the coming months to ensure that London's transport network benefits from the opportunities presented by the Review. This process is expected to take some time; the Government has not given specific timescales for implementing the Review. TfL expects the legislation required to deliver the objectives of the Review to take at least two years to draft and implement. TfL welcomes the opportunity to contribute to and influence the new strategic partnership for London and the South East that is proposed on page 42 of the Review.

The Williams-Shapps Rail Review (2)**Question No:** *2021/3319**Elly Baker*

The 2017 Chris Gibb Report recommended the transfer of the East Croydon – Milton Keynes operation to TfL. Can you confirm if this is still something TfL and the DfT are actively considering?

The Williams-Shapps Rail Review (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The transfer of the East Croydon – Milton Keynes service to Transport for London's control is not under active consideration with the Department for Transport. This service uses staff and rolling stock that are shared across other Southern services, so its separation would be complex and expensive. It is also complicated by the fact that this service operates as much as 50 miles from central London.

The Williams-Shapps Rail Review (3)**Question No:** *2021/3320**Elly Baker*

Following MQ 2021/1549 can you update me on whether the transfer of the Great Northern Metro services to TfL aligns with the Williams-Shapps Plan? Please also provide details on when the Outline Business Case will be submitted to the DfT and the timeline for any transfer to TfL.

The Williams-Shapps Rail Review (3)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

The Williams-Shapps Rail Review (3)**The Mayor**

Last updated: 16 SEPTEMBER , 2021

The Williams-Shapps Rail Review does not explicitly mention rail devolution or the transfer of contracting authority of Great Northern Metro services from the Department for Transport (DfT) to Transport for London (TfL). There are also costs associated with such a transfer. However, TfL's successful track record in managing rail contracts of the type envisaged by the Review is an advantage. Any transfer also depends on whether the DfT and Great British Railways wish to change the current franchise geography or not. Discussions in this area remain at an early stage and TfL expects the implementation of the Review to take at least two years. Due to these uncertainties, TfL is not currently able to provide a timescale for the submission of the Outline Business Case for the Great Northern transfer to the DfT, nor agreed timeline for any transfer to TfL.

TfL will continue to progress activity in this area through its engagement with the DfT, including the critical next step of agreeing a non-disclosure agreement to access relevant commercially sensitive information.

Digital skills for older Londoners

Question No: 2021/3322

Anne Clarke

Recent research by Age UK London showed that one in four Londoners over the age of 65 want to use the internet more and one of the biggest barriers is a lack of skills. What steps will you take to ensure that the roll-out of the revised digital skills entitlement meets the specific needs of older Londoners?

Digital skills for older Londoners

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Digital Access for All recovery mission aims to ensure that every Londoner has access to good connectivity, basic digital skills and the device or support they need to be online by 2025.

As part of the Adult Education Budget programme, Londoners aged 19+ can access free digital skills training, including through the Essential Digital Skills Entitlement (EDSE). We will launch an awareness raising campaign for the EDSE, working with partners across the voluntary sector, businesses and boroughs, to ensure that all adult Londoners – including older Londoners - have access to the digital skills training they need.

The Adult Education Roadmap for London will set the direction of travel for adult education over this Mayoral term. A key theme in the draft Roadmap is making adult education more accessible to those most in need, including older Londoners (aged 50+).

We recently consulted on the Roadmap, seeking views from learning providers, employers, communities and Londoners around proposals for investing in London's digital learning spaces, improving providers' digital infrastructure, and improving connectivity and access to devices for learners. The Roadmap will be published in December 2021.

384 bus

Question No: 2021/3323

Anne Clarke

Has TfL assessed the impact of the changes to the 384 bus service and the impact on passengers in New Barnet?

384 bus

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

384 bus

The Mayor

Last updated: 12 OCTOBER , 2021

The impact on passengers including an Equality Impact Assessment (EqIA) was undertaken and fully considered before a decision was made to re-route and extend bus route 384 to Edgware on 29 August 2020. The EqIA is available on Transport for London's (TfL's) consultation website via the following link: <https://consultations.tfl.gov.uk/buses/route-384/>

In order to keep the ongoing impacts under review, TfL has recently undertaken a post-implementation assessment of the impact on passengers which is also published on TfL's website via the following link: <https://content.tfl.gov.uk/route-384-post-implementation-review.pdf>

Tube noise in Fitzrovia

Question No: *2021/3324*

Anne Clarke

Noise persists on the Victoria Line around Fitzrovia. TfL are now undertaking noise testing in local properties – what is the general trend from these readings? Is noise rising, and if so what is the cause?

Tube noise in Fitzrovia

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tube noise in Fitzrovia

The Mayor

Last updated: 16 SEPTEMBER , 2021

Transport for London (TfL) is only aware of one residential noise complaint within the past twelve months in this area. It is important that residents get in touch with the TfL Contact Centre if there are any issues, as this allows TfL to determine any noise 'hotspots'. Key sites are reviewed on a monthly basis.

According to recent measurements, noise levels have decreased from the southbound track of the Victoria Line and have gradually increased from the northbound track since 2018. In order to address the noise issues, rail grinding was carried out on the northbound track in July 2021. TfL is monitoring the effectiveness of the rail grinding and continues to keep the area under review for further interventions.

Food Waste Collection in Barnet

Question No: *2021/3325*

Anne Clarke

What is the latest update on discussions between GLA officers and Barnet Officers on the reintroduction of food waste collection?

Food Waste Collection in Barnet

The Mayor

Last updated: 12 SEPTEMBER , 2021

In Barnet Council's Reduction and Recycling Plan (RRP), which I approved in 2019, Barnet committed to reintroducing their food waste collection service by April 2022 and set out a plan with milestones for achieving this.

GLA and Barnet senior officers have recently held a discussion on the timing of the reintroduction of their food waste service in light of the government's consultation on consistency in recycling, which will require boroughs to implement this service by 2024. My

officers are continuing to work with Barnet to set out my expectations that they will reintroduce the service by April 2022 as committed in their RRP.

I am lobbying government to ensure that the implementation of their Waste and Resources Strategy does not inadvertently impede the progress that I have helped secure in terms of increasing the recycling services London's boroughs provide and thereby increasing recycling rates.

Brent Cross

Question No: [2021/3326](#)

Anne Clarke

What is the latest update you have from Barnet Council about the state of plans to expand Brent Cross Shopping Centre?

Brent Cross

The Mayor

Last updated: 13 SEPTEMBER , 2021

The masterplan for Brent Cross Cricklewood Regeneration covers 141 hectares (370 acres) and is split into two parts. Hammerson and Aberdeen Standard Investments will deliver the northern half of the site, Brent Cross North, while Barnet Council, in partnership with Argent Related, will deliver the new Brent Cross Town. Major road and public transport improvements and a new station on the Thameslink line are also part of the masterplan to improve local connections to central London and beyond.

Since the revised outline planning permission was granted for the whole regeneration area in July 2014, Hammerson and Aberdeen Standard Investments have taken the decision to defer start on the northern part of the development. A re-phasing application was submitted and accepted in April 2019 to allow critical infrastructure works to be undertaken by Barnet Council which were originally part of the Brent Cross London scheme, effectively enabling the Brent Cross Town and station developments to continue independently. Further detail on the development can be found [here](#).

While Hammerson and Aberdeen Standard Investments are currently reviewing plans for the future scheme at Brent Cross, to ensure it addresses both changing customer and retailer requirements and delivers an exceptional destination for many years to come, progress on the wider regeneration continues with the overbridge having been completed and works on the new station concourse started over the August bank holiday weekend.

Staples Corner

Question No: [2021/3327](#)

Anne Clarke

The Staples Corner Roundabout is maintained by TfL, with slip roads the responsibility of Barnet Council. Will you ensure that they are properly maintained going forward, and will you continue to pressure Barnet Council to repair the potholes, clear the litter and debris and maintain the foliage?

Staples Corner**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) will continue to liaise with the London Borough of Barnet to ensure that the repairing of potholes, clearing of litter and debris, and maintenance of the foliage on the slip roads at this location is completed.

TfL will also continue its grass cutting programme on TfL-maintained verges in line with regular works, and while environmental protection duties (such as litter picking) are not TfL's responsibility, it does litter pick before cutting the grass across its road network.

Offences reported at Barnet Police station**Question No: 2021/3328***Anne Clarke*

How many offences were reported at Barnet Police station in each of the past 5 years? If possible, please advise how many of these resulted in a suspect being charged with an offence.

Offences reported at Barnet Police station**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Offences reported at Barnet Police station**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The MPS do not hold the number of offences reported specifically for Barnet Police Station. The table below shows the number of offences reported to a front counter in Barnet borough. The data is for the period 1st August 2016 to the 31st July 2021.

The coronavirus pandemic has impacted on the overall levels of recorded crime across London. In 2020, total notifiable offences (TNO) recorded by the Met decreased by 14% when compared to 2019. Similarly, there was a 13% reduction in TNO recorded as occurring in Barnet borough in the same period.

	Offences Reported to a Front Counter on Barnet Borough in the last 5 years	Proceedings resulting from Offences reported to front counters in Barnet borough for the same period. Only 'charge' related proceedings are shown (Charge/ charge, Postal Requisition Charge and Summons).
From 1 August 2016	802	28
2017	1,910	71
2018	1,548	47
2019	1,499	34
2020	951	32
To 31 July 2021	513	20

Belsize Village “Streatory”**Question No:** 2021/3329*Anne Clarke*

Will you join me in congratulating Belsize Village on their successful “Streatory”, which has provided an outside seating area for local restaurants, and let to a revitalisation of the town centre? Is this a model for other areas?

Belsize Village “Streatory”**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Belsize Village “Streatory”**The Mayor**

Last updated: 17 OCTOBER , 2021

I echo your congratulations to Belsize Village. Local cafes and restaurants contribute to the rich mix of businesses that are integral to London’s high streets. They play a vital role in London’s communities as places of employment and leisure which support the local day and night-time economy. During the Covid-19 pandemic there have been many successful examples of adaptations of outside areas to create more accessible and animated high streets that support local economic resilience. The London Recovery Board’s High Streets for All mission seeks to build on such innovations and has invited local partnerships to test and deliver new approaches across London to deliver resilient and thriving local high streets.

Waking Watches and London’s Boroughs**Question No:** 2021/3330*Anne Clarke*

Please provide a borough-by-borough breakdown of the number of buildings operating waking watches in London. Please also breakdown the numbers for buildings over 18m and under 18m in each borough.

Waking Watches and London’s Boroughs**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade (LFB) collects data for buildings with a temporary suspension of ‘stay put’ where an interim simultaneous evacuation strategy has been put in place. This includes, but is not limited to, waking watches, which the National Fire Chiefs Council guidance defines as a system where ‘suitably trained persons continually patrol all floors and the exterior perimeter of the building in order to detect a fire, raise the alarm, and carry out the role of evacuation management’. Residential buildings with an interim simultaneous evacuation strategy in place could have personnel on site or a remote monitoring system, but this is determined by the Responsible Person with guidance from a competent fire safety professional.

The figures can change on a daily basis when interim measures are required, or the building is remediated and no longer requires the interim measures. The number of buildings where an

interim simultaneous evacuation strategy has been put in place, as of 13 August 2021, are presented by borough and by height in the table below.

Local Authority	Total blocks Over 18 metres Under 18 metres		
Barking and Dagenham	14	11	3
Barnet	21	17	4
Bexley	3	3	0
Brent	56	41	15
Bromley	4	2	2
Camden	33	28	5
City of London	2	2	0
Croydon	37	23	14
Ealing	18	11	7
Enfield	3	2	1
Greenwich	67	58	9
Hackney	78	59	19
Hammersmith and Fulham	11	9	2
Haringey	14	8	6
Harrow	4	3	1
Havering	13	13	0
Hillingdon	16	9	7
Hounslow	19	14	5
Islington	49	32	17
Kensington and Chelsea	15	8	7
Kingston upon Thames	4	4	0
Lambeth	50	36	14
Lewisham	56	38	18
Merton	5	3	2
Newham	60	56	4
Redbridge	11	9	2
Richmond	0	0	0
Southwark	82	75	7
Sutton	3	3	0
Tower Hamlets	162	153	9
Waltham Forest	21	21	0
Wandsworth	35	31	4
Westminster	40	36	4
Total	1006	818	188

Social and Private Sector ACM Cladding Remediation Fund**Question No: 2021/3331***Anne Clarke*

How many grants have been made from these funds to date?

Social and Private Sector ACM Cladding Remediation Fund**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As of 01 September 2021, 79 payments from the Social Sector ACM Cladding Remediation Fund have been authorised. In total, £109,169,368 has been paid out to date. It should be noted that grant is paid in two tranches for this programme – 80 per cent and 20 per cent.

As of 01 September 2021, 111 payments from the Private Sector ACM Cladding Remediation Fund have been authorised. In total, £27,984,645 has been paid out to date. It should be noted that most buildings under this programme follow a monthly payment structure.

Social and Private Sector ACM Cladding Remediation Fund**Question No: 2021/3332***Anne Clarke*

How much of these funding pots have been allocated to London?

Social and Private Sector ACM Cladding Remediation Fund**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As of 01 September 2021, MHCLG has allocated £208 million for the remediation of buildings in London through the Social Sector ACM Cladding Remediation Fund.

As of 01 September 2021, MHCLG has approved £148 million of funding for the remediation of buildings in London through the Private Sector ACM Cladding Remediation Fund. London does not receive a formal total allocation for this programme.

Building Safety Fund (1)**Question No: 2021/3333***Anne Clarke*

How many grants have been made from this fund to date?

Building Safety Fund (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As of 26 August 2021, a total of £39,734,111 has been paid to Building Safety Fund applicants. We have approved 66 payments.

Building Safety Fund (2)**Question No:** 2021/3334*Anne Clarke*

How many buildings in London have had their applications deemed ineligible? What reasons were given for ineligibility?

Building Safety Fund (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Ministry of Housing, Communities & Local Government (MHCLG) checks the technical eligibility of buildings as part of their initial registration process for the Building Safety Fund. Once eligibility has been confirmed, MHCLG passes applications related to London buildings to the GLA.

During the application process, the GLA undertakes legal eligibility checks during stage 1. So far, three projects have not passed stage 1 checks because leasehold documentation related to the building did not confirm that the obligation to undertake remediation works and pass on costs to leaseholders sat with the applicant.

Building Safety Fund (3)**Question No:** 2021/3335*Anne Clarke*

How many buildings in London have withdrawn applications? Have any reasons been given for these withdrawals and if so what are they?

Building Safety Fund (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

17 building registrations that MHCLG has passed to the GLA have since withdrawn. The most common reason for a withdrawal is that the an EWS1 certificate has been obtained and the responsible entity has decided not to proceed with remediation.

Building Safety Fund (4)**Question No:** 2021/3336*Anne Clarke*

What is the total funding pot for the Building Safety Fund? How much of this has been allocated to London?

Building Safety Fund (4)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

An initial allocation of £1bn was made available by government for the Building Safety Fund (BSF) nationally. Of this £1bn, £700m was forecasted to be used to remediate buildings in London. In February 2021, the Secretary of State announced that an additional £3.5bn of BSF funding would be made available. Discussions are ongoing at the Ministry of Housing,

Communities & Local Government (MHCLG) to determine the allocation of this additional funding.

Waking Watch Relief Fund

Question No: 2021/3337

Anne Clarke

How many grants have been made from this fund to date?

Waking Watch Relief Fund

The Mayor

Last updated: 12 SEPTEMBER , 2021

As at 1 September 2021, 111 Waking Watch Relief Fund applications have been referred to the Ministry of Housing, Communities and Local Government (MHCLG) for a funding decision. This is the total number of applications received by the GLA. Of these 63 have been approved, 24 have been rejected, 12 have been withdrawn by the applicant and 12 are pending awaiting further evidence. My Building Safety team is now working with successful applicants to enter into funding agreements, and no funding has yet been drawn down from the Waking Watch Relief Fund.

Lambeth River Station Pontoon Refurbishment (2)

Question No: 2021/3338

Anne Clarke

Is the failure to refurbish the pontoon financially impacting upon the brigade, either in increased maintenance costs or other costs to the Brigade?

Lambeth River Station Pontoon Refurbishment (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Lambeth River Station Pontoon Refurbishment (2)

The Mayor

Last updated: 15 SEPTEMBER , 2021

The works to refurbish the Lambeth River Station are ongoing. The project is currently in the pre-construction phase and works on the refurbishment are due to start in autumn 2021. Regular planned and responsive maintenance continues to be carried out at the station as normal, the costs of which are in line with the expected requirements of London's other fire stations.

Lambeth River Station Pontoon Refurbishment (3)**Question No:** 2021/3339

Anne Clarke

What are the current financial forecasts for the pontoon refurbishment? Is this likely to increase when the project is re-tendered?

Lambeth River Station Pontoon Refurbishment (3)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Lambeth River Station Pontoon Refurbishment (3)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The current estimate for the total project cost is £3.5m. This estimate is based on the price received following the re-tender of the project. The contractors are now finalising the design to provide a final contract sum for agreement. It is not expected that the contract sum will significantly exceed the initial estimate.

Black, Asian and Minority Ethnic firefighter intake 2016 - present day**Question No:** 2021/3340

Anne Clarke

Please provide a breakdown of the Black, Asian and Minority Ethnic firefighter intake from June 2016 - the present day. Please break down by financial quarter, providing the percentage of Black, Asian and Minority Ethnic people amongst each intake and the number of Black, Asian and Minority Ethnic people that this equates to.

Black, Asian and Minority Ethnic firefighter intake 2016 - present day**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please find the information requested below.

Quarter	Percentage the trainee fighters who are Black Asian and Minority Ethnic	Number of trainee firefighters who are Black Asian and Minority Ethnic
2016/17 Q1 (Apr-Jun)	9.1%	1
2016-17 Q2 (Jul-Sept)	29.2%	7
2016-17 Q3 (Oct-Dec)	8.7%	2
2016-17 Q4 (Jan-Mar)	25.5%	12
2017-18 Q1 (Apr-Jun)	17.4%	4

2017-18 Q2 (Jul-Sept)	11.1%	4
2017-18 Q3 (Oct-Dec)	10.2%	6
2017-18 Q4 (Jan-Mar)	23.6%	17
2018-19 Q1 (Apr-Jun)	28.1%	16
2018-19 Q2 (Jul-Sept)	8.5%	7
2018-19 Q3 (Oct-Dec)	4.8%	4
2018-19 Q4 (Jan-Mar)	8.8%	13
2019-20 Q1 (Apr-Jun)	7.7%	7
2019-20 Q2 (Jul-Sept)	9.9%	9
2019-20 Q3 (Oct-Dec)	27.8%	10
2019-20 Q4 (Jan-Mar)	19.3%	11
2020-21 Q1 (Apr-Jun)	30.0%	21
2020-21 Q2 (Jul-Sept)	36.6%	30
2020-21 Q3 (Oct-Dec)	39.2%	20
2020-21 Q4 (Jan-Mar)	23.5%	8
2021-22 Q1 (Apr-Jun)	50.0%	8
2021-22 Q2* (Jul-Sept)	0.0%	0

LFB and PN633**Question No: 2021/3341***Anne Clarke*

What consideration, as recommended by the Health and Safety Advisory Panel (HSAP) recently, has been given to the implications of firefighters going above the bridgehead without breathing apparatus in order to check that dry rising outlets are closed?

LFB and PN633**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Following the recommendation of the Health and Safety Advisory Panel, the risk assessment has been reviewed and updated in relation to checking dry riser main outlets above the bridgehead in buildings behaving in accordance with fire safety provisions.

The procedure is consistent with the Generic Risk Assessment 3.2 (fighting fires in high rise buildings) which has subsequently been incorporated into National Operational Guidance. The principle of going above the bridgehead without Breathing Apparatus (BA) in these circumstances was in the previous high rise firefighting policy, which was issued in 2008. This principle is also reflected in policies across the fire and rescue service sector.

Additional control measures have been included within Policy Number 633 (PN633 - High Rise Firefighting) which only permits this action where there are no signs of the failure of the building's fire safety systems, and there is no site specific risk information that indicates there are issues with the building's fire protection measures. Firefighters must also use a Gas Detection Monitor to monitor air conditions.

LFB and Driver Training**Question No: 2021/3342***Anne Clarke*

Is the LFB currently at full complement for firefighters with the Motor Driver skill? If not how many more firefighters with Motor Driver skills are needed in order to reach full complement?

LFB and Driver Training**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade's (LFB) Motor Driving (MD) requirement is 1,952 drivers and there is currently a skills gap of 371. The last 12 months have put pressure on the MD establishment for reasons that include the pandemic, promotions and retirements. An MD working group has been established to resolve these issues. Borough Commanders are also reviewing their establishment and are initially seeking staff to move watches and stations to balance skills.

The Brigade is committed to investing in upskilling staff and from 1 August 2021 is reimbursing the costs of the Large Goods Vehicle (LGV) medical assessment and the LGV theory test. Historically firefighters who are promoted to Leading Firefighter are no longer required to drive appliances. LFB has now reached an interim collective agreement with the Fire Brigades Union London Region that Leading Firefighters who have a valid LGV license can now volunteer to drive appliances.

LFB Communication to Firefighters

Question No: [2021/3343](#)

Anne Clarke

How does the LFB ensure that communication from central command down to firefighters in local watches is clear, concise and consistent, so that all firefighters understand what is expected of them and how changes in policy will impact upon how they do their jobs?

LFB Communication to Firefighters

The Mayor

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade (LFB) utilises different internal communication channels to communicate with staff. What channels are used, and when, will depend on what officers need to communicate

The internal communications team advises on the appropriate channels and provides editorial support to ensure messaging is clear, concise and consistent. Channels include Operational News which is a regular newsletter for all operational staff. Topics are identified from audit and review processes and will include updates on new equipment, policy, procedures and health and safety linked to training modules. Station Commanders hold regular face-to-face briefings with their local watches to ensure any changes which impact the way they do their jobs are communicated to them.

PEEPs and Keeping Londoners safe (1)

Question No: [2021/3344](#)

Anne Clarke

How lifesaving are Personal Emergency Evacuation Plans (PEEPs) in helping LFB support those who need more help with safely evacuating a building?

PEEPs and Keeping Londoners safe (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Grenfell Tower fire has highlighted the need for PEEP in residential buildings. Sadly 41 per cent of disabled residents of the Tower died in the fire. I have responded to the recent Government consultation on PEEP and my response can be found [here](#).

In my response I set out my view that all residents should have a pre-prepared plan available to help facilitate them moving from an area of risk to an area of safety in the event of an emergency. It is important that information is also available to London Fire Brigade so when they attend an incident, they are aware of the manner in which residents will need to evacuate and can support their safe exit from the building.

It is important to stress that PEEP must not be a substitute for properly designed and safely built buildings, or for properly installed and maintained fire prevention measures. Minimising the need for evacuation is essential.

PEEPS and Keeping Londoners safe (2)**Question No:** *2021/3345**Anne Clarke*

How important is advance safety planning, of which PEEPs are a part, in ensuring that the needs of Londoners with disabilities are addressed prior to a building fire?

PEEPS and Keeping Londoners safe (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Fire and building safety are of paramount importance and the needs of all Londoners must be planned for, but in particular those of disabled Londoners who might find it more difficult to safely evacuate a building in the event of an emergency. My London Plan makes provision for inclusive design and safe and dignified evacuation to be considered as part of new development plans. PEEPs are another essential element of ensuring that disabled residents have a plan of what to do in an emergency. I have responded to the government consultation on PEEPs and my response can be found [here](#).

PEEPS and Keeping Londoners safe (3)**Question No:** *2021/3346**Anne Clarke*

Do you agree with Disability Rights UK that PEEPs need to be a legal requirement?

PEEPS and Keeping Londoners safe (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Grenfell Tower Inquiry Phase 1 report recommended that PEEPs be required by law. I am doing all I can to ensure all 46 Grenfell Tower Inquiry Phase 1 recommendations are implemented.

I responded to the Government consultation on PEEPs and my response can be found [here](#). In my response, I called for PEEPs to be a requirement for all buildings of any height under the Fire Safety Order and for there to be central funding so that costs are not passed onto residents.

I agree with Disability Rights UK that PEEPs must be a legal requirement and I await the Government consultation response.

Promotion and LFB**Question No:** *2021/3347**Anne Clarke*

What assessment has been made of the way in which promotion opportunities are communicated and whether this may exclude some groups of staff?

Promotion and LFB**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Promotion and LFB**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Promotion opportunities for all staff groups are communicated via London Fire Brigade (LFB)'s internal website and will also appear on the external website for external opportunities. Operational promotion rounds are currently communicated via advertising of the roles internally for two weeks through LFB's vacancies webpage, and also through the operational structure. However, following feedback from LFB staff through Trade Unions and Equality Support Groups, LFB is now working on how the organisation can communicate promotion opportunities more effectively. In the short term, this includes developing operational promotions guidance and building a headline bulletin on the LFB website for all future rounds of promotion. In the longer term, work is ongoing with LFB's internal communications team on looking at options such as operational WhatsApp groups, or another direct messaging platforms.

LFB and Engaging Young People (1)**Question No:** *2021/3348**Anne Clarke*

Numbers of young people engaged with LIFE were consistently higher than those engaged with Fire cadets, what assessment has been made of why this was the case?

LFB and Engaging Young People (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

LFB and Engaging Young People (1)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Fire Cadets sessions were launched in 2013 and initially served five London boroughs. These boroughs were identified via levels of deprivation to young people in collaboration with Local Authorities. During that period LIFE engaged with more young people due to its structure, capacity, and the fact that LIFE courses only run for one week, with no further engagement afterwards. In contrast, young people attending cadets receive ongoing engagement, lasting one year as a minimum with further opportunities to stay for a number of years as officers and volunteers, supporting units on an ongoing basis. Cadets has experienced significant growth

since 2013 and now delivers units in every London borough, with a capacity of 759 young people in total and over 400 volunteers. While LIFE had capacity for 860 young people per annum, it never reached that number due to lack of referrals, or young people not turning up or not completing the programme.

LFB and Engaging Young People (2)

Question No: [2021/3349](#)

Anne Clarke

Prior to being discontinued the LIFE programme engaged with consistently more young people than the Fire Cadets scheme. What work has the LFB undertaken to increase engagement with young people and to increase the uptake in this scheme?

LFB and Engaging Young People (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

LFB and Engaging Young People (2)

The Mayor

Last updated: 15 SEPTEMBER , 2021

With Fire Cadet units being launched in every London borough in 2021, there has been a drive to publicise places and availability, utilising direct engagement with referral agencies such as schools and charities, and promotion through press releases and social media. The Cadets themselves are also a good way of publicising the scheme, informing friends and family. In addition to Fire Cadets, London Fire Brigade increased the number of volunteers supporting the scheme from 200 to over 400. Further opportunities to promote Fire Cadets will be arranged as pandemic restrictions reduce, with more face-to-face events being organised at both borough and London-wide levels, including station open days and attendance at partnership events. As each Fire Cadet unit runs for 12 months, with further opportunities to stay for a number of years as officers and volunteers, there are more opportunities for Fire Cadets and Volunteers to promote the programme. This contrasts with the LIFE programme which runs for one week.

LFB and Engaging Young People (3)

Question No: [2021/3350](#)

Anne Clarke

Has funding of the Fire Cadets scheme been increased in order to allow it increase capacity following the closure of the LIFE programme?

LFB and Engaging Young People (3)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

LFB and Engaging Young People (3)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Yes. Following LFB's Youth Review in 2020, £608,125 of funding that was allocated for LIFE has now been reallocated towards Fire Cadets to deliver Fire Cadet Units to all 33 London boroughs. The remaining £270,661 of the LIFE funding was allocated towards permanent savings due to the impact of COVID-19 and reductions in core budgets across London Fire Brigade. Fire Cadets has seen significant funding increases over the last year or so through the reallocation of the money for LIFE but also through the Mayor's additional funding in 2019, which allowed the programme to expand to all London Boroughs.

LFB and Engaging Young People (4)**Question No: 2021/3351***Anne Clarke*

How will the Fire Cadets scheme be changed in order to ensure that those previously engaged with the LIFE programme are happy to participate with Fire Cadets instead?

LFB and Engaging Young People (4)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

LFB has written to all LIFE referral agencies to advise them of the changes to the youth provision and the opportunity that fire cadets now provides for young people they work with.

Fire Cadets learn about the same issues as young people who would have taken a LIFE course over a longer period of engagement. This includes fire safety in the home, road and water safety, the dangers of alcohol and drug misuse, the impact of gang membership and crime, as well as health and fitness. The difference is that Cadets will also engage in a minimum of three, peer-led, social action projects per borough to support their local community. Fire Cadets regularly support London Fire Brigade (LFB)'s community safety team and station-based projects such as open days, car washes and safety awareness days, alongside supporting community projects conducted by local authorities and partnership agencies.

School Engagement and LFB**Question No: 2021/3352***Anne Clarke*

The pandemic caused a significant drop in the numbers of school children reached by the LFB in the 2020/21 financial year. How is the LFB working to re-engage with school children and to ensure that those who may have missed out on fire safety education during the pandemic are not left behind?

School Engagement and LFB**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade (LFB)'s education team reacted quickly to the COVID-19 pandemic and were able to offer virtual online inputs to schools. Going forward, the team has resumed face-to-face visits in schools whilst also offering online inputs so schools have a choice on how they engage. Schools have been regularly contacted during the last 18 months to offer workshops or

assemblies and this will continue with the reopening of schools after summer holidays. In addition, a new joint project in secondary schools, 'Safety First' was launched in 2020 and is delivered by the blue light collaboration of emergency services - LFB, Metropolitan Police Service and London Ambulance Service. It involves a selection of educational workshops delivered to year 8 classes at secondary schools. The aim for these workshops is to educate young people to the consequences of risky behaviours, reduce anti-social behaviour and make our communities safer for all. Since delivery commenced in January 2021, Safety First has delivered 540 virtual prevention workshops to 3,870 young people in 20 schools.

Working Days Lost to Sickness and LFB (1)

Question No: *2021/3353*

Anne Clarke

What assessment has been made of the challenges facing the LFB in reducing the number of working days lost to sickness?

Working Days Lost to Sickness and LFB (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade (LFB) recognises that its sickness absence continues to exceed targets set aimed at reducing working days lost to sickness. LFB has found that due to the physical and psychological strain placed on operational staff, many conditions will result in staff being temporarily unfit for full duties. In addition, there have been delays for non-emergency NHS treatment as a result of the pandemic.

LFB has a range of initiatives in place to address these challenges, including a refresh of the Wellbeing Strategy which has a greater focus on promotion and prevention activities around physical, psychological and workplace health to prevent likelihood of future absence. Activities will be driven by sickness and occupational health data in addition to qualitative evidence from staff.

Working Days Lost to Sickness and LFB (2)

Question No: *2021/3354*

Anne Clarke

How is the LFB ensuring that all working environments are safe with suitable disease prevention measures in place?

Working Days Lost to Sickness and LFB (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade (LFB) continues to follow government guidelines to control the spread of COVID-19 in workplaces. LFB has assessed the risks in their workplaces and during work activities and has implemented proportionate control measures to manage them. Any changes made to workplace risk controls are subject to consultation with trade union safety representatives.

LFB target IP7 (1)**Question No:** [2021/3355](#)*Anne Clarke*

What has impacted upon LFB's ability to reply to consultations within the 14 days expected?

LFB target IP7 (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The 14-day performance indicator referred to was a historic internal London Fire Brigade (LFB) indicator. The Brigade is now aligned with the Building Regulations and Fire Safety Procedural Guidance (2020) where 15 working days is advised as a reasonable response time.

Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) audited LFB in 2019 and reflected in their report that 'Building regulation consultation targets aren't being met because of internal administration delays and a lack of experienced staff'. Steps have been taken to address this finding, which will be subject to further inspection in 2022.

In the last 18 months, new demands have been placed upon Inspecting Officers who normally undertake Building Regulation Consultation (BRC) requests. For example, the required re-inspection of high-rise and high-risk buildings every six months, work relating to buildings with a changed evacuation strategy, as well as triage and inspection of buildings as part of the Building Risk Review.

LFB target IP7 (2)**Question No:** [2021/3356](#)*Anne Clarke*

How is LFB adapting its work to ensure that targets are met by the deadline?

LFB target IP7 (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade (LFB) has adapted internal systems to allow for electronic Building Regulation Consultations (BRC) as well as hard copy submissions, which enables information to be accessed and reviewed remotely by Inspecting Officers and reduces delays caused by the postal system. The Brigade is piloting a Building Design and Consultation Hub (BDCH), a centralised specialist team dedicated to carrying out BRCs, which would reduce the time taken to review and respond to these requests. Currently BDCH undertakes BRCs for 14 London Boroughs (which represents six of the fourteen Fire Safety Teams), with planned expansion to redirect all BRCs to this central team, pending future funding.

LFB is also recruiting and training more Fire Safety Advisers, who undertake a new training and development programme via the Centre of Learning and Excellence, providing further resilience required in the Fire Safety department due to the recently increased workload following the Building Risk Review.

Targets for Priority Home Fire Safety Visits

Question No: 2021/3357

Anne Clarke

The numbers of priority Home Fire Safety Visits (HFSVs) for high risk people and places dropped during the pandemic. How will this be resolved as London moves into a recovery period?

Targets for Priority Home Fire Safety Visits

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Targets for Priority Home Fire Safety Visits

The Mayor

Last updated: 15 SEPTEMBER , 2021

Whilst London Fire Brigade (LFB) continued to deliver essential Home Fire Safety Visits (HFSVs) to those at the highest risk during the pandemic, the overall numbers were reduced. In 2019/20, we conducted 33,738 visits to vulnerable residents, accounting for 44% of all visits. During the pandemic, HFSVs for high risk residents totalled 8,876 visits; equating to 51% of all visits carried out. Face-to-face HFSVs have resumed, focusing on those at higher risk of injury or death from fire, while also scheduling visits to those on the waiting list.

Additionally, LFB has updated their digital content, launching an interactive digital Hazard House highlighting where risks can be found in a home together with advice on how to prevent a fire; and the Home Fire Safety Checker, allowing residents to determine the fire risks in their own properties. Borough Commanders continue to work with partners to promote HFSVs through referrals.

Mask use (1)

Question No: 2021/3359

Leonie Cooper

How many masks have been handed out in

1. Wandsworth and
2. Merton

to commuters using TfL services since the start of the pandemic?

Mask use (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Mask use (1)**The Mayor**

Last updated: 16 SEPTEMBER , 2021

Face coverings became mandatory on enclosed Transport for London (TfL) stations and services on 15 June 2020 when the Government introduced new legislation. Enforcement started on 4 July, following a three week period of engagement.

Following the Government's confirmation that Step 4 easing of lockdown restrictions would go ahead, I asked TfL to keep the requirement to wear face coverings on public transport as a condition of carriage on all TfL services, which are contractual conditions between passengers and TfL.

Frontline transport staff continue to remind customers of the rules and are supported by TfL enforcement officers, and those of operators. Often customers have a mask with them but have simply forgotten to put it on and do so when asked. If they have forgotten one, TfL officers continue to provide face coverings for them to wear on TfL services and in stations. However, the number of masks provided at each station is not recorded.

Mask use (2)**Question No: 2021/3360***Leonie Cooper*

Since the Mayor implemented the new condition of carriage, how many people

1. have been stopped from using TfL services when they refuse to wear a mask?
2. have been fined for not wearing a mask?

Mask use (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Mask use (2)**The Mayor**

Last updated: 16 SEPTEMBER , 2021

The requirement for customers to wear face coverings under Transport for London's (TfL's) conditions of carriage has been supported by extensive customer information and messaging across the TfL network, as well as an extensive marketing campaign. TfL's Enforcement Officers are also supporting this through a combination of education, engagement and enforcement: educating and encouraging non-exempt passengers to protect the health of others and comply with the mandatory requirement.

Customers cannot be fined or prosecuted for failing to comply with TfL's conditions of carriage. This is why I have asked the Government to reintroduce the relevant national face covering regulations to mandate the wearing of face coverings on public transport or to work with TfL and my office on further alternative options, such as amending TfL's byelaw powers, to enable TfL to more robustly enforce the wearing of face coverings on the TfL network and maintain public confidence in London's transport services.

Between Monday 19 July 2021 and Wednesday 9 September 2021, 221 people were prevented from boarding a TfL service or entering a TfL station and 53 were directed to leave a TfL service or station. No fixed penalty notices have been issued in this time. The issuing of fixed penalty notices has not been possible since 19 July 2021, when the national face covering regulations were revoked.

Mask use (3)

Question No: [2021/3361](#)

Leonie Cooper

How many staff are employed to ensure commuters are continuing to wear masks when travelling? Many constituents have complained that many people are no longer wearing masks and that they feel that staff and police are no longer actively trying to give out masks or stop those from travelling who refuse to wear them.

Mask use (3)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Mask use (3)

The Mayor

Last updated: 19 SEPTEMBER , 2021

As referenced in my response to Mayor's Question [2021/3360](#), Transport for London's (TfL's) Enforcement Officers are focusing on educating and encouraging non-exempt passengers to protect the health of others and comply with the mandatory requirements. TfL employs approximately 400 enforcement staff whose role includes the enforcement of the mask wearing requirement.

In addition to Enforcement Officers, TfL's frontline staff will continue to remind passengers that face coverings are a requirement. Passengers not wearing a face covering may be refused entry or asked to leave the network.

Our policing partners will also continue to be on the transport network, and while they cannot enforce the Conditions of Carriage, they will support TfL in ensuring they offer a safe environment to all TfL's customers and colleagues and deter any crime and anti-social behaviour.

Food Waste (1)

Question No: [2021/3362](#)

Leonie Cooper

Wandsworth is finally undertaking a food waste collection trial, in one small part of one Council Ward. Has the Council been in contact or asked for any advice or assistance from the GLA about how to implement a food waste collection trial?

Food Waste (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I welcome that Wandsworth are trialling a food waste collection service. When Wandsworth submitted their Reduction and Recycling Plan, I approved it on the proviso that they committed to undertake such a trial, in order to allow for the service to be provided across the entire borough under their new waste collection contract which starts in 2024. Wandsworth's shared staffing arrangement with Richmond, which has operated food waste collections for many years, means there is expertise within the authority to implement the trial and then expand it.

ReLondon and GLA officers work with boroughs to support them to implement their RRP's and have been in regular contact with Wandsworth offering support for the trial. ReLondon previously provided modelling and advice to boroughs to demonstrate the impact that different service models would have on recycling rates, including specific data on food services in Wandsworth. ReLondon also provide free communication assets promoting food waste collection services, which Wandsworth can use.

Food Waste (2)**Question No: 2021/3363***Leonie Cooper*

Has Wandsworth asked ReLondon (formerly the London Waste & Recycling Board) for any advice or assistance on implementing a food waste collection trial?

Food Waste (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see my response to Mayor's Question 2021/3362.

Food Waste (3)**Question No: 2021/3364***Leonie Cooper*

How many London Boroughs now provide separate food waste collection services?

Food Waste (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

24 boroughs now offer food waste collections to all kerbside properties, up from 23 in 2016. Nine boroughs do not currently offer this: Barking and Dagenham, Barnet, Hammersmith and Fulham, Havering, Kensington and Chelsea, Newham, Redbridge, Wandsworth and Westminster.

My officers worked with these boroughs to set out in their Reduction and Recycling Plan (RRP) a commitment of how and when they will provide kerbside food waste services and continue to work closely with them to ensure plans are implemented. Kensington and Chelsea, Westminster and Hammersmith and Fulham are now running pilot services and have committed in their RRP's to extend these. Wandsworth are starting a trial this autumn and have also committed in their

RRP to extend it Officers are in discussions with Barnet over the reintroduction of their service which was stopped in 2018.

The remaining boroughs are the constituent authorities of the East London Waste Authority (ELWA). There are contractual and technological constraints within ELWA's disposal contract which mean the potential for food waste collections services is severely limited. Officers continue to work with these boroughs to ensure that early action can be taken under a renewed ELWA contract.

ULEZ expansion

Question No: 2021/3365

Leonie Cooper

ULEZ will be expanded into in my constituency in October, but there is very little advertisement of the change at the roadside or on billboards. Can the Mayor urgently work to get more adverts, signs and local information out to residents?

ULEZ expansion

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

ULEZ expansion

The Mayor

Last updated: 15 SEPTEMBER , 2021

Since October 2020, Transport for London has been running a comprehensive awareness campaign using a combination of channels. The campaign is still on-going and will continue through to March 2022. The campaign continues to include posters at the roadside across Merton and Wandsworth as well as advertisements in the Wandsworth & Wimbledon Times and the face to face distribution of leaflets at locations in Balham, Earlsfield, Putney, Roehampton, Tooting, Battersea, Clapham Junction and Southfields.

Boundary and non-boundary signage is currently being installed in Wandsworth and signage installation in Merton has been completed. The early warning boundary signs have a cover explaining 'Ultra Low Emission Zone new boundary will operate here from 25 Oct' and these will be uncovered during the weekend of 22-24 October.

Hammersmith Bridge

Question No: 2021/3366

Leonie Cooper

With the bridge opening to pedestrians and cyclists, can the Mayor update me on discussions with the Government and councils on getting funding resolved to fully fix the bridge?

Hammersmith Bridge

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Hammersmith Bridge**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The decision by the London Borough of Hammersmith & Fulham (LBHF) to partially reopen Hammersmith Bridge is welcome news to the communities and businesses that have experienced significant disruption since the bridge was first closed. This followed a series of detailed inspections and essential works undertaken by Transport for London (TfL).

On 16 August 2021, LBHF, as the owner of the bridge, appointed Mott MacDonald to progress the required designs for its initial stabilisation. It now needs to submit a full business case to the Government. TfL is working closely and at pace with LBHF and the Department for Transport (DfT) to progress the required Memorandum of Understanding (MoU) that will set out how the works are funded, with a revised draft of the MoU expected from the DfT within the next two weeks.

Catalytic Converters**Question No: 2021/3367**

Leonie Cooper

Can a breakdown by borough of catalytic converter thefts be provided since 2020?

Catalytic Converters**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see attached the requested information. The supplied notes page should be read in conjunction with these data to aid in interpretation.

Potholes (1)**Question No: 2021/3368**

Leonie Cooper

How many potholes are on TfL roads in Wandsworth?

Potholes (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As at 1 September 2021, there were 158 minor carriageway defects on the Transport for London Road Network (TLRN) in Wandsworth - of which 61 have been recorded as potholes.

All potholes on the TLRN within Wandsworth are currently being repaired within Transport for London's (TfL's) 1, 7 or 28-day service level once recorded. The repair time is based on a risk-based safety rating. Currently there is no backlog for pothole repairs, and TfL roads are inspected by trained highway inspectors on either a rolling 7 or 28-day inspection period.

Across London, utility cover damage can take longer to repair. The repairs are completed by the appropriate utilities company. TfL, like the London boroughs, works with the relevant company to make sure they are meeting national guidance on repair timelines. TfL will step in and carry out emergency repairs if there are any safety concerns with the utility cover.

Potholes (2)**Question No:** [2021/3369](#)*Leonie Cooper*

How many potholes are on TfL roads in Merton?

Potholes (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As at 1 September 2021, there were 102 minor carriageway defects on the Transport for London Road Network (TLRN) in Merton - of which 46 have been recorded as potholes.

All potholes on the TLRN within Merton are currently being repaired within Transport for London's (TfL's) 1, 7- or 28-day service level once recorded. The repair time is based on a risk-based safety rating, and there is currently no backlog for pothole repairs. TfL roads are inspected by trained highway inspectors on either a rolling 7 or 28-day inspection period.

Across London, utility cover damage can take longer to repair. The repairs are completed by the appropriate utilities company, TfL, like the London boroughs, works with the relevant company to make sure they are meeting national guidance on repair timelines. However, TfL will step in and carry out emergency repairs if there are any safety concerns with the utility cover.

Refugees**Question No:** [2021/3370](#)*Leonie Cooper*

With the recent events in Afghanistan, what arrangements are being made by Government to support London's Councils in taking refugees that are fleeing from the country?

Refugees**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Government has committed £200m to the first year of the Afghanistan Citizens' Resettlement Scheme. The Relocations and Assistance Policy (ARAP) includes £12m for school places, £3m for healthcare access, and £5m for housing costs. The ARAP Integration Support Package also includes £10,500 per person for 12 months, an £850 English to Speakers of Other Languages fund for adults and cash and rent support for the first four months of arrival. This is a start, but I continue to speak with Government to ensure London receives the resources to fully participate in the resettlement of Afghan refugees now and in the future.

I am also committed to working with boroughs and have announced the expansion of my Right to Buy-back fund to help councils buy homes to resettle families arriving from Afghanistan. My team, who lead the London Strategic Migration Partnership, are working closely with borough colleagues to ensure that welcome and support continues through the settlement journey to permanent accommodation.

Guns (1)**Question No:** [2021/3371](#)*Leonie Cooper*

In light of the recent attack in Plymouth, can the Mayor tell me how many people in London hold a gun licence, broken down by borough?

Guns (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

There are around 30,000 firearms/shotgun licence holders in the Metropolitan Police area. This number fluctuates regularly as new licenses are granted and old licenses expire or are revoked.

Firearms licenses in England and Wales are managed and administered using the National Firearms Licensing Management System (NFLMS). This system stores details of all licences that are issued by all police forces and ensures that there is an effective integrated system.

NFLMS stores a significant amount of detailed information relating to each licence holder and their licensed weapons. However, this national system does not have a data field to record the local authority area where a holder resides. This means that headline data based on London Borough boundaries cannot be easily retrieved. However, please see attached the available information provided by the MPS broken down by London postcode area.

Guns (2)**Question No:** [2021/3372](#)*Leonie Cooper*

In light of the recent attack in Plymouth, has the Mayor discussed with the Met increasing checks on those with a gun licence?

Guns (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

My Deputy Mayor for Policing and Crime and the Commissioner have discussed the Metropolitan Police Service's approach to firearms licensing.

The MPS process for firearms licensing exceeds guidance set by the Home Office and the College of Policing. For example, there is a requirement for all applicants to provide a report from their GP. The MPS also has processes in place to ensure that a review occurs if an existing license holder comes to police notice.

Pride**Question No:** [2021/3373](#)*Leonie Cooper*

What discussions has the Mayor had with the Government or Pride, to try and work out a way of allowing it to go ahead in September?

Pride**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I have always been openly supportive of Pride taking place in London this September. While I was disappointed to learn that the event would not take place for the second year running, it was Pride in London's decision to cancel the event in light of the risk assessments they had conducted. Pride in London's own risk assessments concluded that it would not be possible to implement the mitigations required by the local public health teams and government for a mass participation public event. As such, I respect this decision by Pride in London in order to help stop the spread of COVID-19 and to protect the LGBTQ+ and wider London community.

Londoners and Green Space (1)

Question No: [2021/3374](#)

Leonie Cooper

How many Londoners Live within ten minutes' walk of green space?

Londoners and Green Space (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

My Green Infrastructure Focus Map already gives a mapped visual of where the greatest proportions of residents without good access to green space are, based on the existing London Plan thresholds for access to public open spaces.

My officers are currently working with Greenspace Information for Greater London (GiGL) to develop a new model that identifies areas of London that are greater than a typical 10-minute walk from green space so that a similar analysis can be undertaken for this walking distance. The results from this work will be made available later this year so that investment in new and improved green space can be targeted where it is needed most, enabling more Londoners to benefit from and enjoy a greener and more resilient local environment.

Londoners and Green Space (2)

Question No: [2021/3375](#)

Leonie Cooper

Is the calculation of ten minutes' walk worked out from the main entrance to buildings with multiple occupants or is the time it takes to travel to the main entrance included in the calculation?

Londoners and Green Space (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The analysis of proximity of residential units to green spaces relies on address points within the Local Land and Property Gazetteer. These address points are created and maintained by Local Authorities and shared via Ordnance Survey AddressBase. Points typically fall in the middle of the (OS MasterMap) building outline, and points for flats cannot be adjusted according to location within the building.

London Green Spaces Commission (1)

Question No: [2021/3376](#)

Leonie Cooper

The London Green Spaces Commission Report states that, 'we heard of many ways that different organisations can support the future funding and management of parks services, from minor yet highly effective tactical changes to more ambitious goals.' What were the minor yet highly effective tactical changes shared with the LGSC?

London Green Spaces Commission (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The London Green Space Commission's call for written evidence, oral evidence sessions and workshops informed the final report. One of the key findings from the evidence was the need to bring other sectors and borough departments together and work across "silos" within boroughs and across borough boundaries.

Contributors gave examples of local projects and changes which had helped with this including hosting walking and cycling programmes in parks, holding arts and culture events in green spaces, working with education teams and Business Improvement Districts. These approaches helped increase understanding of a broader range of funding sources for green spaces, as well as broadening the range of people using the spaces.

London Green Spaces Commission (2)

Question No: [2021/3377](#)

Leonie Cooper

The Commission report focusses on two practical and deliverable actions but received a wealth of information on good practice from different organisations. How will this evidence of good and best practice be used?

London Green Spaces Commission (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The London Green Space Commission's call for written evidence, oral evidence sessions, research projects and workshops were summarised in the final report, and informed the final recommendations.

GLA officers, Parks for London and former Commissioners continue to use this information to inform their current work and future programmes. This includes green space skills being included in the Mayor's Academies Programme hub funding prospectus and in developing programmes for the new green space Centre for Excellence such as the planned programme on health inequalities. Good and best practice is also shared through the London Green Infrastructure Partnership meetings hosted by the GLA.

London Green Spaces Commission (3)**Question No:** [2021/3378](#)*Leonie Cooper*

Is there scope to support those looking after London's green spaces by sharing best practice?

London Green Spaces Commission (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The GLA is supporting Parks for London (PfL) to evolve into a Centre for Excellence for London's green spaces (as outlined in MQ [2021/3379](#)). PfL shares best practice through their annual Good Parks for London report, convening Heads of Parks Service meetings, and action groups focused on key topics raised by park managers.

Extensive resources for green spaces managers can be found on the PfL resources hub and are updated regularly:

<https://parksforlondon.org.uk/resources-hub/>

London Green Spaces Commission (4)**Question No:** [2021/3379](#)*Leonie Cooper*

What progress has been made towards setting up a Centre for Excellence for London's green spaces?

London Green Spaces Commission (4)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

GLA officers, together with London Councils, the Chief Cultural and Leisure Officers Association and the London Environment Director's Network continue to work closely with Parks for London (PfL) to enable it to evolve into a Centre for Excellence for London's green spaces. Three new trustees have already joined PfL's board, bringing expertise in health, sport and culture, and housing.

The GLA is providing funding to enable PfL to significantly increase its capacity to lead and develop work in the areas as recommended by the Mayor's London Green Spaces Commission.

As outlined in MQ [2021/3385](#) an expanded team at the Centre for Excellence will champion the benefits of green spaces, drive innovation and promote best practice across London. One of the initial projects will be looking at how green spaces can support young people's mental health.

New Modelling for London's Red Routes and the Expanded ULEZ (1)**Question No:** [2021/3380](#)*Leonie Cooper*

In response to questions 2021/1718 and 2021/1714 you stated that updated modelling of some areas was due later this year. Can you please update on when this modelling will be completed?

New Modelling for London's Red Routes and the Expanded ULEZ (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

New Modelling for London's Red Routes and the Expanded ULEZ (1)**The Mayor**

Last updated: 15 DECEMBER , 2021

The modelling of future air quality in London is being undertaken as part of the London Atmospheric Emissions Inventory update. LAEI 2016 is the latest version of the inventory and officers are currently working to update it for 2019. This has been further delayed due to the need to account for uncertainties relating to travel demand in the post COVID-19 era and is now expected to be completed by the end of the year.

A number of factors have increased the complexity of this modelling, meaning it is taking longer to produce than originally expected. These factors include new transport patterns as a result of the pandemic, a cleaner than expected van fleet, rapid growth in electric vehicle uptake and the introduction of on-street changes to encourage walking and cycling.

New Modelling for London's Red Routes and the Expanded ULEZ (2)**Question No: 2021/3381***Leonie Cooper*

How will the modelling be used to inform further improvements?

New Modelling for London's Red Routes and the Expanded ULEZ (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

New Modelling for London's Red Routes and the Expanded ULEZ (2)**The Mayor**

Last updated: 15 DECEMBER , 2021

The modelling and evaluation of the Red Routes will provide an updated understanding of how emissions from road transport have reduced and are forecast to change including the relative contributions of different vehicle types. This information combined with emissions from other sources across London and from wider afield will be used to update Transport for London's (TfL) understanding of expected changes in future air quality on Red Routes. The work will help identify specific areas where air quality remains a concern so that TfL can identify options to further improve air quality.

Air Quality and London's Road Charging Schemes**Question No: 2021/3382***Leonie Cooper*

You committed in your manifesto to monitor existing road-charging schemes to ensure they continue to bring the maximum benefits of improved air quality and reduced congestion. What would trigger an intervention?

Air Quality and London's Road Charging Schemes**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) continually monitor the effectiveness of the existing road user charging schemes and monitoring data is included in the annual Travel in London report.

I am committed to ensuring that London's air quality continues to improve while also reducing congestion. As part of this, I brought forward the introduction of the central London Ultra Low Emission Zone by a year and proposed its expansion to an area 18 times larger, which will take place in October.

In addition, last year, as part of the Government funding agreement, TfL was required to bring forward proposals to widen the scope and level of the Congestion Charge. Since June 2020, the charge has been in effect seven days a week until 10pm. It is right that we now review the Congestion Charge to ensure it meets our long-term objectives for central London and supports a green and equitable recovery. The consultation on new Congestion Charge proposals is open until 6 October and can be found here: <https://haveyoursay.tfl.gov.uk/congestion-charge-changes>

National Tree Week (1)

Question No: 2021/3383

Leonie Cooper

How will London be participating in National Tree Week in 2021?

National Tree Week (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Several organisations in the London Urban Forest Partnership will be holding tree planting events during National Tree Week. Free packs of trees are available for community groups who would like to hold their own planting events through TCV's '1 Dig Trees' scheme. We will be providing advice to Londoners on how they can get involved with National Tree Week and help plant and care for trees.

London will be celebrating National Tree Week by announcing the winners of this year's London Tree and Woodland Awards 2021, which I support with the Forestry Commission.

National Tree Week (2)

Question No: 2021/3384

Leonie Cooper

What plans are there for additional tree planting during National Tree Week?

National Tree Week (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Tree planting will take place across London this planting season, linked to COP26, the Queen's Green Canopy and National Tree Week. Community groups and schools will be receiving free packs of trees from TCV, The Woodland Trust and The Tree Council. GLA officers are working

with the organisations in the London Urban Forest Partnership to help co-ordinate and promote these events and opportunities to Londoners.

If my bid to the Urban Tree Challenge Fund is successful, I will also be working with boroughs to commence the planting of around 7,000 street trees across London in National Tree Week.

Supporting London's Green Industries

Question No: 2021/3385

Leonie Cooper

In response to question 2021/0276 you stated that a research project was being undertaken to understand how and where the GLA can best support London's green industries. Please provide an update on this project and its recommendations for the GLA.

Supporting London's Green Industries

The Mayor

Last updated: 12 SEPTEMBER , 2021

There are two ongoing research projects that are looking at green industries across the economy. Both of these will be published in the autumn.

The first, undertaken by GLA Economics, is looking at the impacts of the transition to a low carbon circular or greener economy and the changes this could have to work and worker requirements across a wide range of occupations and sectors.

The other is looking into current green skills provision delivered through the adult education budget (AEB) funding. This will provide an analysis of green skills and qualifications delivered through AEB funding, where need is likely to grow, and where gaps exist in current provision.

Combating Climate Change (1)

Question No: 2021/3386

Leonie Cooper

A recent study by the Behavioural Insights Team suggested that many people are willing to make small changes to the way they live in order to combat climate change. Which small changes would you like to see Londoners make?

Combating Climate Change (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Committee on Climate Change sixth carbon budget emphasises the importance of citizens. Looking forward to 2035, they estimate that round 40% of the savings required by 2035 nationally need consumer action (such as driving an electric car or installing low carbon heating) and 15% require consumer choices such as reducing their demand and improving efficiency. That could include improving food diets, reducing the growing demand for aviation and choosing products that last longer and can be repaired.

But many simple actions can already be taken, and I will be engaging with Londoners through various programmes of activity in the lead up to COP26 I want to see more Londoners make sustainable choices, such as choosing active travel and adopting more circular approaches to consumption.

Combating Climate Change (2)

Question No: 2021/3387

Leonie Cooper

How much of a difference would these small changes make if implemented by 25%, 50% or 75% of Londoners?

Combating Climate Change (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

It is clear that we all need to play a part in tackling the climate crisis if we are to avoid the most catastrophic impacts. I'm doing all in my power to reduce London's emissions and wider impact on the environment as part of my 2030 net zero target.

MQ3386 illustrates the impact consumer action and choices could have if adopted widely. The assumptions behind the modelling can be found in the Climate Change Committee report on the sixth carbon budget.

Combating Climate Change (3)

Question No: 2021/3388

Leonie Cooper

How will you be supporting and encouraging Londoners to make these changes?

Combating Climate Change (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

It is vital that we are considering the changes that we can make to tackle the climate crisis, from London's businesses, residents and government. COP26 represents an opportunity to highlight the leading role that London is playing internationally in tackling the climate crisis, but also represents an opportunity to engage with Londoners about individual actions that can be taken.

In the lead up COP26 in Glasgow I will be delivering a programme of online and in person engagement, including information on what programmes are being delivered in London to tackle climate change and what Londoners can do to contribute. This will allow Londoners to make informed decisions about actions that they can take, and information on support offered by City Hall.

Active Travel for Londoners with Disabilities (1)

Question No: 2021/3389

Leonie Cooper

How are Londoners with mobility impairments involved in the process for planning active modes of transport to ensure that their needs are provided for?

Active Travel for Londoners with Disabilities (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Designing and managing a transport network that is accessible to all Londoners is at the heart of the Healthy Streets Approach and the Mayor's Transport Strategy.

Transport for London (TfL) follows an inclusive design approach when developing walking and cycling infrastructure and has design guidance, tools and processes to ensure streets are designed and managed to be accessible by all. Some of this guidance, on types of infrastructure particularly pertinent for older and disabled Londoners, has been developed with organisations representing them. TfL must also complete an Equality Impact Assessment (EqIA) for all of its street schemes.

In addition, TfL seeks input from disability groups and individuals through public consultation and engagement activities to ensure its schemes consider the needs of the local community and groups with protected characteristics.

This includes post-implementation feedback. For example, in 2020 the emergency nature of the Streetspace for London programme meant TfL was not able to consult widely before implementing each scheme. However, residents and stakeholders were able to share their feedback and experience of the schemes, which was used to determine whether or not improvements needed to be made. That feedback is currently being used as part of the reviews of those schemes introduced under the programme, to inform designs for retaining the schemes experimentally or permanently.

TfL is also working closely with older and disabled people's organisations to monitor and assess the impact of innovative infrastructure such as Shared Use Bus Boarders and Stepped Cycle Tracks. This will help shape future design guidance.

In addition to ongoing customer research and working with local communities to better understand their needs, TfL facilitates the Inclusive Transport Forum and Independent Disability Advisory Group – both of which play an important role in their policy and programme development.

TfL has made great progress on accessibility and inclusion in recent years, but of course there's more to do. TfL remains fully committed to working with London's diverse communities to drive further improvements by embedding inclusivity in everything that it does, including the way it delivers active travel schemes for Londoners.

Active Travel for Londoners with Disabilities (2)

Question No: *2021/3390*

Leonie Cooper

How are you supporting Londoners with disabilities who wish to use active travel safely in order to make journeys?

Active Travel for Londoners with Disabilities (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Designing and managing streets that are accessible to all Londoners is at the heart of the Healthy Streets Approach and my Transport Strategy.

Transport for London (TfL) has developed a suite of design guidance and tools (e.g. London Cycling Design Standards, Quality Criteria, Healthy Streets Check for Designers) to ensure its schemes and those developed by partners are inclusive and built to a high standard. Londoners and disability groups are also engaged and consulted through the scheme development process.

TfL's schemes and policies are systematically assessed against their impact on groups with protected characteristics through the Equality Impact Assessment (EQIA) process and TfL provides guidance to London boroughs on doing this for their schemes.

TfL also supports disability groups and individuals taking up active travel. The Walking and Cycling Grant London scheme addresses barriers to walking and cycling amongst traditionally under-represented groups. The application window opened earlier this summer for more than £500,000 for community and not-for-profit groups, including those working with people with disabilities.

TfL also provides one-on-one advice and support to people with disabilities through its Travel Mentoring service, which has recently been expanded to include walking and walking substitutes in addition to the existing service for public transport users.

Active Travel for Londoners with Disabilities (3)**Question No: 2021/3391***Leonie Cooper*

How are you working with TfL and other partners to ensure that Londoners with disabilities are not cut off from local services and amenities and are able to access them with the same ease?

Active Travel for Londoners with Disabilities (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see my response to Mayor's Question 2021/3389.

Electric Cargo Bikes and London (1)**Question No: 2021/3392***Leonie Cooper*

The recent report 'The Promise of Low-Carbon Freight: Benefits of cargo bikes in London,' found that electric cargo bikes deliver faster and are cleaner than vans, producing 90% less emissions compared to diesel vans. Is it realistic for electric cargo bikes to replace more polluting vehicles in the capital?

Electric Cargo Bikes and London (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Home deliveries have increased significantly in recent years, as a result of the rise of e-commerce and the Covid-19 pandemic. I believe that cargo bikes have a growing role to play in London in replacing some trips currently made by vans.

Transport for London (TfL) is working with the freight industry to reduce the adverse impacts of freight traffic. As part of my Civic Innovation Fund, TfL's FreightLab project is trialling approaches to implementing green last mile delivery concepts, including cargo bikes. TfL has also worked with several Business Improvement Districts to fund trials of cargo bike schemes. For example, the Hammersmith BID "Parcels not Pollution" scheme signed up 125 businesses to a cargo bike scheme, making over 3,600 deliveries and saving over 788kg of CO2 emissions. I am also thrilled to see London's first public cargo-bike rental service launching in Hackney, as part of the Zero Emission Network that I have funded.

In addition, TfL is researching changing uses and vacant land resulting from the pandemic to identify opportunities for logistics as part of the green recovery.

Electric Cargo Bikes and London (2)**Question No: 2021/3393***Leonie Cooper*

Do we currently have the right infrastructure to extend the rollout of electric cargo bikes across London? What more could be done?

Electric Cargo Bikes and London (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Electric Cargo Bikes and London (2)**The Mayor**

Last updated: 14 OCTOBER , 2021

Transport for London (TfL) and the boroughs have delivered a London-wide strategic cycle network that spans over 360 kilometres. They are continuing to expand this network and all future delivery will meet TfL's world-leading cycle route quality criteria (please see Mayor's Question [2021/2684](#)) that accommodates a range of different types of bikes, including cargo bikes.

My manifesto commits to working with TfL to create guidance on the removal of access barriers, to ensure that pavements, parks, and paths considers everyone's needs, as there are still too many physical barriers across London that make getting around by cargo bike more difficult than it should be.

TfL is monitoring cargo bike growth and engaging with the industry to account for future demand. Increased cargo bike volumes will demand additional specialised cargo bike parking spaces and security will be key to encourage their uptake. TfL's Healthy Streets Fund for

Business gathered experience with BIDs schemes using cargo bikes to create the Cargo Bike Toolkit, enabling others to replicate and tailor using cargo bikes for their own operations.

TfL has already approved funding for two cargo bike cycle hangars in Waltham Forest for local businesses and Hackney Council have announced details of their cargo bike sharing scheme, part of the Zero Emission Network, funded by my Air Quality fund.

TfL is also trialling a new type of on-street cycle parking for larger cycles, including adapted cycles and cargo bikes. These spaces are free of charge and the first ones are being installed along Cycleway 4.

TfL is also exploring ways of repurposing its land for freight management as part of the green recovery, some of which may include micro-consolidation centres serviced by cargo bikes. Micro consolidation facilities can provide cargo and cycle storage as well as charging facilities. I will also continue to encourage, via TfL, new developments to provide micro-consolidation facilities wherever possible as part of their Delivery and Servicing Plans.

Cycling and Walking transition

Question No: *2021/3394*

Leonie Cooper

How will you further be supporting a transition to walking and cycling and encouraging Londoners to reduce carbon emissions through a move away from vehicles powered by fossil fuels?

Cycling and Walking transition

The Mayor

Last updated: 12 SEPTEMBER , 2021

My Transport Strategy sets out an ambitious long-term plan to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use in line with the Healthy Streets Approach. Reducing road transport emissions through mode shift to sustainable modes will be key to delivering my aim for London to be a zero carbon city by 2030.

Over the past five years, Transport for London has worked closely with London boroughs to deliver an ambitious and wide-ranging programme of initiatives to make active travel more attractive to all Londoners, guided by my Walking and Cycling Action Plans. We have also delivered the London Streetspace Plan in response to the pandemic, seeking to avoid a car-led recovery by ensuring that walking, cycling and public transport offer safe and attractive choices for Londoners.

Supporting Londoners to shift their journeys to sustainable modes will continue to be a priority in my second term, in support of the long term objectives outlined in my Transport Strategy.

Improving London's Circular Economy (1)

Question No: *2021/3395*

Leonie Cooper

What assessment has been made of the circular economy supply chains in London?

Improving London's Circular Economy (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

In 2017, ReLondon, a statutory partnership of the Mayor of London and London boroughs, created the first London circular economy route map, analysing the state of London's supply chains in terms of waste creation and material use, and assessing the opportunities for developing more circular business models. This has informed subsequent work across five priority sectors (the built environment, textiles, food, plastics and electricals) and has included support to over 250 SMEs working with circular supply chains.

Currently, ReLondon is undertaking research to map material flows across London and their associated carbon impact, beginning with food, which has the highest consumption-based emissions. Key points across the supply chain will be identified where the most impactful interventions can be made to reduce emissions. This research will inform actions taken as part of London's Food Flagship Initiative, ensuring that key stakeholders focus on activities that will deliver the most impact on consumption based emissions. A material flow analysis will also be conducted across the other four priority sectors.

Improving London's Circular Economy (2)**Question No: 2021/3396***Leonie Cooper*

How can the circular economy support London's recovery from the pandemic and create new green jobs?

Improving London's Circular Economy (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

It is estimated that by 2036, the circular economy could provide up to 40,000 new jobs (12,000 net additional jobs) in the capital (https://www.london.gov.uk/sites/default/files/lcdc_et_al_-_circular_economy_jobs_report_2015.pdf)

By tapping into the circular economy, businesses can open up new revenue streams or reduce costs, paving the way for future business growth with reduced waste and a better environmental impact. In its first year, my Green New Deal fund is investing £10m in programmes that support around 1,000 green jobs, including £1.8 million of funding to the Better Futures and ReLondon Business Transformation Programmes that support the growth of circular and sustainable small and medium-sized enterprises (SMEs). In the first six months of the programme, the money has supported 139 SMEs and will support at least another 60 before the end of the programme in March 2022. This will enable more diverse communities to access grants and internship programmes, to develop new circular business models and to create new jobs, as well as safeguarding existing ones.

Please also see MQ2021/3397.

Improving London's Circular Economy (3)

Question No: 2021/3397

Leonie Cooper

How has Green New Deal funding been used to support the circular economy and opportunities for skilled new jobs within it?

Improving London's Circular Economy (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Mayor's Green New Deal fund is investing £10m in programmes that support around 1,000 green jobs. This year the fund included £1.8m for the Better Futures business programme and ReLondon's Business Transformation Programme to support cleantech and circular SMEs.

SMEs can apply for free advice on how to cut waste, increase revenue and reduce costs through circular business models. ReLondon has recently awarded grants of up to £15,000 to pilot circular economy business models that could grow business and create new jobs.

As part of London's wider recovery programme, the Green New Deal will also link with the Helping Londoners into Good Work mission to develop a green skills academy. This will develop training to help build London's skills base to meet the growing demand for green jobs, including in the circular economy. The Mayor will also be launching an Adult Education Budget recovery fund to support training in London's key growth sectors, including low carbon.

LFB and Renewables (1)

Question No: 2021/3398

Leonie Cooper

For the last three quarters LFB energy generated through renewable resources has dropped and is currently at 9.6%. What has caused this drop?

LFB and Renewables (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade has a range of renewable energy assets across its estate. These include Combined Heat and Power (CHP) and 12 Solar Photovoltaic installations. Since 2011, total carbon emissions in kilograms for all buildings has fallen by 50 per cent.

In the last financial year there has been a 15 per cent reduction in generation from the Brigade's CHP. This is due to a technical fault which is expected to be resolved in the next three months. However, there has been an overall increase in the generation of energy from renewable assets across LFB's estate of three per cent which is mainly due to an increase in solar installations.

LFB and Renewables (2)

Question No: 2021/3399

Leonie Cooper

What plans are in place to increase energy generated through renewable sources?

LFB and Renewables (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Fire Brigade (LFB) is committed to increasing energy generation through renewable sources. The Brigade has an ongoing carbon reduction plan which includes a new Building Management System to optimise energy use and ensure renewable assets are deployed efficiently. In the next 12 months there are plans to install a further 12 Solar Photovoltaic installations. The anticipated increase in renewable generation is expected to be 200kWp (kilowatts peak).

LFB is trialling two air source heat pumps in their estate. They run on completely renewable electrical energy and produce zero carbon emissions with zero harmful exhaust gases.

LFB and Recycling (1)**Question No: 2021/3400**

Leonie Cooper

What assessment has been made of the reasons why LFB has not met its recycling targets for the last four years?

LFB and Recycling (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

LFB and Recycling (1)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

London Fire Brigade (LFB) has made considerable progress in increasing the percentage of waste it recycles in recent years. LFB recycled 60 per cent (of their 80 per cent target) of its waste in 2019/20 compared to 54 per cent in 2017/18. This increased to just under 65 per cent of waste in 2021 to date.

Detailed waste data is provided to LFB by its waste removal supplier and is analysed to understand why the target is being missed. Achieving recycling targets relies heavily on staff behaviours. To help staff engage with onsite recycling, LFB has 356 Green Champions, the role of a green champion is to inform colleagues of any changes in sustainability policy or procedures and ensure recycling and energy saving initiatives are being carried out correctly.

Analysis of waste data at site level is followed up by audits and site visits to understand the most important factors in improving levels of recycling.

LFB and Recycling (2)**Question No: 2021/3401**

Leonie Cooper

What actions is LFB taking to ensure it hits its recycling targets during the 2021/22 financial year?

LFB and Recycling (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

LFB and Recycling (2)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

London Fire Brigade (LFB) analyses data regularly to identify areas for intervention to improve recycling rates. Several initiatives are being considered and implemented to secure further improvements in the recycling rates.

These include targeted engagement with LFB premises with the lowest recycling rates to improve awareness. LFB has launched a pilot study with those premises that do not consistently separate food waste to understand how this can be improved and is undertaking education and training initiatives alongside its waste removal supplier. Regular waste audits are completed and improved signage and additional resources such as food waste caddies are provided to assist with segregation of the waste streams. A review is about to commence on the capacity of bins and frequency of collections for each waste stream to identify if changes could be made to put further emphasis on recycling.

Greenhouse Gas Emissions (1)**Question No: 2021/3402***Leonie Cooper*

Given that vehicle emissions are now dropping, prior to the ULEZ expansion, please advise what percentage of London's overall Greenhouse Gas emissions are made up of buildings' operational emissions?

Greenhouse Gas Emissions (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The latest greenhouse gas emissions for London are for 2018 and can be found at: [London Energy and Greenhouse Gas Inventory \(LEGGI\) - London Datastore](#).

In 2018 the results, capturing the five major IPCC sectors measured, show that London's CO₂e emissions were 32.4 million tonnes. This is a 29 per cent reduction on 1990 levels and a 37 per cent reduction since the peak of emissions in 2000.

Greenhouse gas emissions from buildings in 2018 were 10.57 MtCO₂e for domestic buildings and 10.42 for Commercial and Industrial buildings. That is a total of 20.99 MtCO₂e or 64.8 per cent of overall emissions.

Greenhouse Gas Emissions (2)

Question No: [2021/3403](#)

Leonie Cooper

Once the ULEZ has expanded and further reductions in vehicle emissions result, what does the modelling show in terms of the percentage that buildings' operational emissions will account for of London's overall Greenhouse Gas emissions, going forward?

Greenhouse Gas Emissions (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The primary aim of the ULEZ is to reduce emissions of air pollutants most harmful to human health, namely nitrogen oxides and particulate matter, rather than greenhouse gas emissions. However, preliminary estimates indicate that by the end of 2019, the ULEZ had reduced CO₂ emissions from road transport in the central zone by 6 per cent. In the 2017 ULEZ expansion consultation, TfL assessed the impact on CO₂ with and without the policy. The estimated reduction in road transport CO₂ in 2021 was expected to be around 1.5 per cent due to the combined effects of changes in the emissions standards and vehicle kilometres.

It is not possible to speculate on the emissions from buildings in 2021 and their relative contribution to London's overall carbon footprint. 2021 building emissions will depend on many factors, not least the impact of the pandemic on patterns of building use, and my comprehensive package of energy efficiency measures through my retrofit revolution.

Greenhouse Gas Emissions (3)

Question No: [2021/3404](#)

Leonie Cooper

Most building Greenhouse Gas emissions are associated with existing buildings that require additional insulation as well as fossil-free/low fossil heating systems. What funds are available to a) Insulate existing buildings; b) Replace heating systems. Is this funding sufficient to meet the London Zero Carbon by 2030 target?

Greenhouse Gas Emissions (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Nationally, funding available for insulating existing buildings and replacing heating systems with low carbon alternatives include the Energy Company Obligation, £640m annually, the Social Housing Decarbonisation Fund, £3.8 billion to date, the Greener Homes Grant Local Authority Delivery (GHG-LAD) scheme, £500m to date, and the Public Sector Decarbonisation fund, £1 billion. This falls well short of the Government's £9.2 billion commitment for energy efficiency outlined in its 2019 manifesto.

In the last year my programmes, working with London boroughs, have managed to secure £166m to help Londoners insulate buildings and decarbonise heating systems. Programmes such as my £14 million Warmer Homes programme, my £3.6 million Retrofit - Accelerator Homes programme and my £6 million Local Energy Accelerator continue to support action in these areas.

However my 1.5°C Climate action plan estimates the investment in infrastructure needed to achieve net zero, including buildings, needed is £61 billion. Government's funding plans are not enough to deliver the investment needed to achieve net zero at present, I continue to lobby for a long-term decarbonisation plan for buildings and sustained level of funds to support its delivery.

Police officer average tenure in post

Question No: [2021/3406](#)

Unmesh Desai

In the last 5 years, what is the average length of time a police officer spends doing a role before either moving to a different role within the Metropolitan Police or leaving the service.

Police officer average tenure in post

The Mayor

Last updated: 12 SEPTEMBER , 2021

It is not possible to provide this data. Metropolitan Police Service (MPS) systems do not have the facility to run reports on assignment histories.

Counter Terror Police average tenure in post

Question No: [2021/3407](#)

Unmesh Desai

In the last 5 years, what is the average length of time a police officer based within either Counter Terrorism Command or Counter Terror Policing HQ spends undertaking a role before either moving to a different role within the Metropolitan Police or leaving the service.

Counter Terror Police average tenure in post

The Mayor

Last updated: 12 SEPTEMBER , 2021

Metropolitan Police Service (MPS) systems do not have the facility to run reports on assignment histories.

Her Majesty's Inspectorate inspection into anti-corruption

Question No: [2021/3408](#)

Unmesh Desai

In recent comments made at London's Police and Crime Committee the Commissioner of the Met stated that Andy Cooke QPM, Her Majesty's Inspector of the Constabulary, had looked at the Met's anti-corruption capability and said that it was good. Please could you provide a copy of the report associated with this work by the Inspector?

Her Majesty's Inspectorate inspection into anti-corruption

The Mayor

Last updated: 12 SEPTEMBER , 2021

At the Police & Crime Committee on 21/07/21, the Commissioner was referring to the most recent HMICFRS PEEL assessment, which includes tackling corruption and can be found at:

<https://www.justiceinspectors.gov.uk/hmicfrs/publications/peel-assessment-2018-19-metropolitan/>

Her Majesty's Inspectorate inspection following Daniel Morgan Inquiry

Question No: 2021/3409

Unmesh Desai

What is the scope and what are the terms of reference of the inspection of the Metropolitan Police by Her Majesty's Inspectorate of the Constabulary following the findings of the Daniel Morgan Panel Independent Panel's inquiry? What are the timeframes that have been agreed for this work?

Her Majesty's Inspectorate inspection following Daniel Morgan Inquiry

The Mayor

Last updated: 12 SEPTEMBER , 2021

Neither the Terms of Reference nor the timeframes have yet been agreed for the HMICFRS inspection of the MPS. We continue to liaise with them on this matter.

Leaks of sensitive police data

Question No: 2021/3410

Unmesh Desai

How many Met police officers have either received disciplinary action, been dismissed or been charged with an offence due to disseminating sensitive police information in each of the last 5 years?

Leaks of sensitive police data

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Leaks of sensitive police data

The Mayor

Last updated: 17 OCTOBER , 2021

The Centurion system used to record all complaints and allegations of misconduct is a national system and does not allow this level of detail to be extracted.

However, the table below shows the number of allegations categorised as 'improper disclosure of information' or that contained 'information leakage' that led to formal action.

	2017	2018	2019	2020	Jan21-Aug21
Public Complaints	0	2	2	1	0
Conduct Matters	8	14	17	5	1

Leaks of sensitive police data

Question No: 2021/3411

Unmesh Desai

How many known incidences have there been in the last 5 years of sensitive police data being lost from Metropolitan Police records and databases?

Leaks of sensitive police data

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Leaks of sensitive police data

The Mayor

Last updated: 14 OCTOBER , 2021

Recorded MPS data protection incidents where a loss of Sensitive Data occurred are shown in the below table. These figures excludes other forms of data breach and are limited to loss/stolen data and data lost in post/internal dispatch,

Date	Number of losses
1 st September to December 2016:	2
2017	35
2018	4
2019	28
2020	71
Year to 31 August 2021 *	49

Road accidents involving E-scooters

Question No: 2021/3412

Unmesh Desai

Please provide the total number of accidents involving e-scooters and what proportion of all road traffic accidents involved e-scooters in each of the last 3 years including 2021 to date.

Road accidents involving E-scooters

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Road accidents involving E-scooters

The Mayor

Last updated: 14 DECEMBER , 2021

Transport for London (TfL) holds personal injury collision data for the London area recorded by the Metropolitan and City Police. Information is collected using Department for Transport guidance and is referred to as STATS19 data. E-scooters are currently not a separate vehicle category but are recorded as Other Vehicles with a free text field for additional details. Using the free text, TfL can identify collisions involving an E-scooter. The latest validated information TfL hold is to end June 2021. All 2021 numbers are currently provisional and subject to change.

See attached table for Personal injury collisions recorded as involving an E Scooter 2018 – June 2021 provisional. Figures for 2021 are provisional and subject to change

E-scooter offences

Question No: 2021/3413

Unmesh Desai

Please advise how many reports of illegal e-scooter use the Met has received in each of the last 3 years including 2021 to date. Please also advise how many charges or cautions, fines or charges have been made relating to illegal e-scooter use during the same time period.

E-scooter offences

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

E-scooter offences

The Mayor

Last updated: 27 SEPTEMBER , 2022

Please see the attached information supplied by the Metropolitan Police Service related to traffic offence reports and e-scooters. I have been advised that there is no reliable method for identifying reports relating to e-scooters due to large numbers of changing manufacturers supplying these vehicles in the UK and no option to use vehicle lookup on the recording systems. Therefore, the attached information may provide an incomplete picture.

The recent reduction in TORs is because the MPS have increased the use of warnings for riders of e-scooters, as part of an approach to increase education and engagement about the legal status of these vehicles.

Independent Domestic Violence Advisor locations

Question No: 2021/3414

Unmesh Desai

Please provide where London's Independent Domestic Violence Advisors are based, by borough. If possible, please advise how many IDVAs are physically located in each borough, and how many are available for residents of each borough to access.

Independent Domestic Violence Advisor locations**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Independent Domestic Violence Advisor locations**The Mayor**

Last updated: 13 MARCH , 2024

MOPAC are not the sole commissioners of Independent Domestic Violence Advisors (IDVAs) in London so it is not possible to provide all this information. MOPAC commission IDVA provision through the London Victim and Witness Service (LVWS) alongside specialist provision through funding streams such as my VAWG Grassroots Fund.

I have increased the IDVA provision within the LVWS from 40.5 FTE IDVAs to 54.5. The service operates across London and is responsive to demand changes in the capital. While IDVAs are based in a range of locations within boroughs (table attached), they are accessible to all Londoners. These arrangements are currently under review and all boroughs have had an opportunity to provide feedback on them.

Additionally, 20.5 FTE IDVAs are commissioned directly by boroughs, funded through the London Crime Prevention Fund. These IDVAs are specifically borough-based and do not operate pan-London

Live Facial Recognition deployments**Question No: 2021/3415***Unmesh Desai*

Please provide details of all live facial recognition deployments in London in 2021 so far. Please provide data on how many positive and incorrect engagements were made at each deployment and the demographic data of those engaged with.

Live Facial Recognition deployments**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Live Facial Recognition deployments**The Mayor**

Last updated: 14 OCTOBER , 2021

This information is available at:

<https://www.met.police.uk/SysSiteAssets/media/downloads/central/advice/met/facial-recognition/latest-past-deployment-data.pdf>

Live Facial Recognition deployments**The Mayor**

Last updated: 5 NOVEMBER , 2021

The response below has been republished with an updated link:

This information is available at:

<https://www.met.police.uk/SysSiteAssets/media/downloads/central/services/accessing-information/facial-recognition/latest-past-deployment-data.pdf>

Live Facial Recognition deployments

The Mayor

Last updated: 8 NOVEMBER , 2021

The response below has been republished with an updated link:

This information is available at:

<https://www.met.police.uk/SysSiteAssets/media/downloads/central/services/accessing-information/facial-recognition/latest-past-deployment-data.pdf>

Live Facial Recognition deployments

Question No: 2021/3416

Unmesh Desai

How many missing persons have been identified through the use of Live Facial Recognition in London? Please provide the breakdown by year if possible.

Live Facial Recognition deployments

The Mayor

Last updated: 12 SEPTEMBER , 2021

To date, the Metropolitan Police Service (MPS) have not sought to locate missing persons using live facial recognition policy. The MPS's use of live facial recognition technology to locate a person on a watchlist is in line with its policy documents here:

<https://www.met.police.uk/SysSiteAssets/media/downloads/force-content/met/advice/lfr/mpf-lfr-guidance-document-v1-0.pdf>.

Live Facial Recognition deployments

Question No: 2021/3417

Unmesh Desai

How many violent offenders have been identified through the use of Live Facial Recognition in London? Please provide the breakdown by year if possible.

Live Facial Recognition deployments

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Live Facial Recognition deployments

The Mayor

Last updated: 14 OCTOBER , 2021

The Metropolitan Police Service (MPS) publishes the results of its live facial recognition (LFR) deployments. This information is accessible here:

<https://www.met.police.uk/SysSiteAssets/media/downloads/central/advice/met/facial-recognition/latest-past-deployment-data.pdf>

Live Facial Recognition deployments

The Mayor

Last updated: 5 NOVEMBER , 2021

The response below has been republished with an updated link:

The Metropolitan Police Service (MPS) publishes the results of its live facial recognition (LFR) deployments. This information is accessible here: <https://www.met.police.uk/SysSiteAssets/media/downloads/central/services/accessing-information/facial-recognition/latest-past-deployment-data.pdf>

Mental health of police officers

Question No: 2021/3418

Unmesh Desai

How many Met police officers have reported mental health issues in each of the last 4 years including 2021 to date? Please also advise how many of these took time off work for mental health reasons.

Mental health of police officers**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The first row of the table below shows the number of Metropolitan Police Service (MPS) police officers referred to Occupational Health (OH) for mental health related matters.

The second row shows the number of officer and staff that contacted the Employee Assistance Programme (EAP). EAP was introduced in 2019 as a self-referral helpline for emotional wellbeing and mental health support. This is a confidential helpline so officers and staff cannot be separated.

	2018	2019	2020	2021 (to date/ Aug)
OH Referrals (officers)	782	1666	2127	1494
EAP (Officers & Staff)	-	586	1382	976

The table below shows the number of MPS police officers who had at least one absence relating to psychological issues.

	2018	2019	2020	2021 (to date/Aug)
	1147	1307	1191	808

Note these two data sets are independent and should be not linked – it is not possible to say how many officers referred to OH were also absent from work.

Mental health of police officers**Question No: 2021/3419***Unmesh Desai*

How often do Metropolitan Police Officers undergo mandatory mental health check-ups as part of their jobs?

Mental health of police officers**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Metropolitan Police Service (MPS) psychological monitoring is aligned to the National Police Wellbeing Service which focuses on high-risk roles.

This utilises annual psychological health assessments - six monthly for those in the highest risk roles - and, where deemed necessary, clinical interviews to proactively engage with officers and staff who are about to (or have) undertake potentially traumatic or mentally harmful roles.

Mental health of police officers**Question No:** 2021/3420*Unmesh Desai*

Please advise what mental health support is available to officers leaving the Met to retire from policing?

Mental health of police officers**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Police officers can access a range of mental health services through Occupational Health. While this is a workplace service that is not designed for those who have left the Metropolitan Police Service (MPS), the MPS direct retired officers to their GP, charities that provide support, counselling, 24hr crisis lines, recovery cafes and specialist financial services.

“Incel” extremism**Question No:** 2021/3421*Unmesh Desai*

Does the Met have a way of recording those who hold extremist views based on the “Involuntarily Celibate” or “Incel” ideology? If no, in light of the atrocity involving multiple homicides in Plymouth recently, please will you ask that the Met starts identifying and recording those who hold these type of extremist views.

“Incel” extremism**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

“Incel” extremism**The Mayor**

Last updated: 25 MARCH , 2022

‘Incel’ ideology is recognised as an extremist ideology by SO15 (Counter Terrorism Command) within the MPS in London. Currently Prevent referrals that relate to extreme misogyny ideologies such as Inceldom are recorded under the wider ‘Mixed, Unstable or Unclear’ categorisation. This category also includes those with a fascination with different types of extremist or violent content, including school shootings.

“Incel” extremism**Question No:** 2021/3422*Unmesh Desai*

How many people have the Met referred to the Prevent programme who described themselves as “Involuntarily Celibate” or followed the “Incel” ideology?

“Incel” extremism**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Since 2015 there have been 10 Prevent referrals to the MPS. These referrals may have come from a range of reporting partner agencies and/or members of the public and may not have necessarily resulted in Police interaction with the individuals concerned.

“Incel” extremism**Question No: 2021/3423**

Unmesh Desai

How many people has the Met arrested for terrorism related offences who described themselves as “Involuntarily Celibate” or followed the “Incel” ideology?

“Incel” extremism**The Mayor**

Last updated: 12 SEPTEMBER , 2021

To date, nobody has been arrested for terrorism offences with a specific ‘involuntarily celibate’ or ‘incel’ ideology underpinning the criminality in question. The Metropolitan Police will continue to monitor such offending with this and other extremist mindsets.

Action Plan quarterly race equality audit**Question No: 2021/3424**

Unmesh Desai

Please advise when you will publish the first quarterly policing race equality audit as proposed within your action plan to improve transparency, accountability and trust in policing.

Action Plan quarterly race equality audit**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I committed to publishing quarterly race equality audits as part of my Action Plan to improve transparency, accountability and trust in policing. This was first published as the Action Plan Dashboard on 18th March 2021 and is updated quarterly. It is available on the MOPAC website at:

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-statistics/policing/action-plan-dashboard>

Money Laundering 2020/21**Question No: 2021/3425**

Unmesh Desai

Please advise how many individuals were arrested for money laundering offences in 2020/21. Please advise how many money laundering incidents in total were recorded and how much laundered money was seized during this period, as per the information provided here

<https://www.london.gov.uk/questions/2020/3414>

Money Laundering 2020/21**The Mayor**

Last updated: 12 SEPTEMBER , 2021

In financial year 2020/21, Metropolitan Police custody records for offences under the Proceeds of Crime Act (POCA) show there were 2,403 individual records which contained at least one relevant offence for Money Laundering.

The overall figure for cash seized and accounts frozen for the same period was £74.6million.

Money Laundering 2020/21**The Mayor**

Last updated: 15 SEPTEMBER , 2021

MOPAC are not the sole commissioners of Independent Domestic Violence Advisors (IDVAs) in London so it is not possible to provide all this information. MOPAC commission IDVA provision through the London Victim and Witness Service (LVWS) alongside specialist provision through funding streams such as my VAWG Grassroots Fund.

I have increased the IDVA provision within the LVWS from 40.5 FTE IDVAs to 54.5. The service operates across London and is responsive to demand changes in the capital. While IDVAs are based in a range of locations within boroughs (table attached), they are accessible to all Londoners. These arrangements are currently under review and all boroughs have had an opportunity to provide feedback on them.

Additionally, 20.5 FTE IDVAs are commissioned directly by boroughs, funded through the London Crime Prevention Fund. These IDVAs are specifically borough-based and do not operate pan-London (table below).

GPS Tagging pilot borough breakdown**Question No: 2021/3426***Unmesh Desai*

Please provide a breakdown, by borough, of the number of domestic abuse offenders tagged as part of the GPS Pilot who a) successfully completed their probation and b) were returned to prison for breaching the conditions of their release.

GPS Tagging pilot borough breakdown**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Breakdown of the current GPS domestic abuse pilot caseload by live cases, cases who have successfully completed their period of GPS monitoring on licence or who have been recalled back to prison for non-compliance or increased risk.

Borough	Live Completed Recalled	
Barking and Dagenham		1
Bexley	1	
Brent	1	3
Bromley	1	1
Camden	3	2

Ealing	1		
Enfield	2		1
Hackney	1	1	
Hammersmith and Fulham	1		
Haringey	2		1
Harrow	1		
Havering	1		1
Hounslow	1		1
Islington	1		1
Kensington and Chelsea			1
Kingston upon Thames	1		1
Lambeth	3	1	1
Lewisham	6	1	3
Merton	1		
Redbridge	2		
Southwark	1		2
Sutton	1		
Tower Hamlets	1	1	
Waltham Forest		1	1
Westminster	1		
Totals	20	10	20

Police officer injuries

Question No: [2021/3427](#)

Unmesh Desai

Please advise how many Met officers were injured as a result of their work in each of the last 5 years including 2021 so far. If possible, please provide a breakdown of the severity of these injuries i.e. "seriously injured", and also include officer fatalities.

Police officer injuries

[The Mayor](#)

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Police officer injuries

[The Mayor](#)

Last updated: 17 OCTOBER , 2021

The table below shows the number of Metropolitan Police Service (MPS) injuries by severity over the last 5 years.

Year	Minor	Moderate	Serious	Fatal
2016	2422	263	52	0
2017	2457	244	89	1
2018	2430	285	81	1
2019	2745	289	82	0
2020	3063	333	107	1

2021 * 1944 198 54 0

*to end of August

Note: this information is based on initial assessment, usually by officers and not medical professionals, therefore injuries may subsequently prove to be more or less serious than first thought.

It is not possible to give exhaustive definitions for each of the injury categories, but examples include: 'minor' reddening to skin, 'moderate' a cut and 'serious' a compound fracture.

Zero-Emission bus routes (1)

Question No: [2021/3428](#)

Unmesh Desai

A constituent has raised concerns with me that buses on Route 135 have been renewed with existing diesel and hybrid buses, rather than with electric buses. I know you have committed to all new double deck buses being hybrid, electric or hydrogen. When do you envision the majority of buses being truly zero-emission?

Zero-Emission bus routes (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Zero-Emission bus routes (1)

The Mayor

Last updated: 22 DECEMBER , 2021

In September I announced an acceleration by three years of the default date for the entire bus fleet to be zero emission from 2037 to 2034, made possible by changes in processes and efficiencies and suppliers' responses. My desire is to bring this date forward to 2030 if feasible, to accelerate as far as possible London's and the UK's transition to net zero carbon emissions. This would require additional Government funding and matched ambition from manufactures and operators.

Transport for London (TfL) has set out options for achieving a fully zero emission fleet in its Financial Sustainability Plan, but these are dependent on funding certainty from government. If TfL is forced to implement cuts to the bus network, as is anticipated under the managed decline funding scenario, this would impact its ability to introduce new electric buses, delaying the completion of a zero emission bus fleet beyond 2034

Zero-Emission bus routes (2)**Question No:** [2021/3429](#)*Unmesh Desai*

TfL stated in a Freedom of Information request they have recently purchased 20 double deck hydrogen buses and leased them to Metroline for route 7. TfL have been using the same arrangement by directly purchasing 1,000 New Routemasters and leasing them to private operators to use for their routes. Why hasn't TfL made direct purchases of new electric buses and leased them to private operators for their routes, for the purpose of reaching their target of 100% zero-emission bus fleet?

Zero-Emission bus routes (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Zero-Emission bus routes (2)**The Mayor**

Last updated: 16 SEPTEMBER , 2021

The default position – where the bus operators and lease companies invest in buses meeting London's requirements – has been demonstrated to be a particularly cost-effective and efficient way to continually upgrade the fleet. This model has enabled the introduction of nearly 600 zero-emission buses comprising many makes and models, with more in the pipeline. There is currently no need for Transport for London (TfL) to make direct purchases and, if there was, this would entail significant capital expenditure which TfL does not have available through its temporary funding deal with Government.

TfL's previous direct purchases were limited to vehicles designed exclusively for London use such as the New Routemaster (NRM). The bespoke nature of these buses made them highly unlikely to find extended service lives outside of the capital and therefore buying them directly was more economic.

Direct purchase was deemed appropriate in the case of the 20 double-deck hydrogen fuel cell buses being deployed on routes 7 and 245 through the JIVE (Joint Initiative for Hydrogen Vehicles across Europe) project because this involved a much smaller number of vehicles, a unique grant funding arrangement with the European Union and the Office for Low-Emission Vehicles, a technology very much in its infancy where operators were unable to justify taking on the risk of purchase and lease companies unable to offer competitive terms.

Demand for electric buses now extends well beyond London with a significant UK and worldwide market for many makes and models. This means that electric buses are readily available for purchasing or leasing at competitive prices and their use is not limited to London. TfL's funding position is also now markedly less healthy, making large capital purchases unaffordable for the foreseeable future without external support.

Land to the rear of Cadogan Terrace**Question No:** [2021/3430](#)*Unmesh Desai*

Will the Mayor clarify whether the Transport for London site at the rear of Cadogan Terrace (E9 5HP) has been designated by the London Legacy Development Corporation (LLDC) as a Site of Importance for Nature Conservation, and if so is it still TfL's intention to sell this land for residential development?

Land to the rear of Cadogan Terrace

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Land to the rear of Cadogan Terrace

The Mayor

Last updated: 15 SEPTEMBER , 2021

It is indeed the case that the land owned by Transport for London (TfL) at the rear of Cadogan Terrace has been designated as a Site of Importance for Nature Conservation. TfL has no plans to sell the site.

Vaccines for rough sleepers

Question No: 2021/3431

Unmesh Desai

Volunteers across my constituency are reaching out to rough sleepers, encouraging them to get their vaccinations. What can you do from City Hall to support this important work?

Vaccines for rough sleepers

The Mayor

Last updated: 12 SEPTEMBER , 2021

Volunteers have played a crucial role in the pandemic response in London, including supporting those experiencing homelessness. I am working closely with NHS, Local Authority and voluntary sector colleagues as well as peer advocates through the homelessness charity Groundswell to encourage all those who are rough sleeping or otherwise vulnerable in emergency accommodation to take up the COVID vaccination offer. This includes using our expertise and systems to help identify groups with low uptake who need extra attention, taking advantage of existing 'touch points' in our services to promote vaccination offers, and coordinating activity with partners to improve the consistency of offer for this group. Input from those with lived experience has been key in producing media and information campaigns, and as peer advocates encouraging and supporting those experiencing homelessness to attend appointments.

Junction at Greenwich South Street

Question No: 2021/3433

Len Duvall OBE

How does the latest government financial settlement for TfL impact on plans to improve pedestrian safety at the junction of Greenwich South Street, Blackheath Hill and Lewisham Road, which remains a dangerous location?

Junction at Greenwich South Street
The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Junction at Greenwich South Street
The Mayor

Last updated: 15 SEPTEMBER , 2021

My response to Mayor's Question [2021/3434](#) explains that in order to progress the scheme, TfL will need to undertake detailed traffic modelling on its updated proposals to include a 'straight across' pedestrian crossing at the junction and to ban the right turn from Lewisham Road into Blackheath Hill.

As you will know, TfL is currently operating under a third temporary funding agreement from the Government that is due to expire on 11 December, and it is likely this scheme will progress past this date. It is also likely that works on site will only be possible during the next financial year, subject to funding being available. Nevertheless, TfL and I are fully committed to delivering these proposals when possible and aim to provide an update later in 2021.

Junction at Greenwich South Street consultation

Question No: [2021/3434](#)

Len Duvall OBE

When will TfL publish the results of the consultation on safety improvements at the junction of Greenwich South Street, Blackheath Hill and Lewisham Road which was carried out in 2018?

Junction at Greenwich South Street consultation

The Mayor

Last updated: 12 SEPTEMBER , 2021

Although Transport for London's (TfL's) work on this project has been severely delayed by the coronavirus pandemic, it was pleased to be able to publish its consultation report and next steps on 12 August. These were published on its consultation website at: <https://consultations.tfl.gov.uk/roads/blackheath-hill/>

Following the consultation process, TfL considered all the feedback received and decided to review its designs for the junction in light of the comments and suggestions made. As a result, it has undertaken further detailed design work, and liaised with its partners at the Royal Borough of Greenwich and London Borough of Lewisham.

TfL has made some adjustments to its designs and now proposes to include a 'straight across' crossing on the eastern arm of Blackheath Hill, rather than a staggered crossing as proposed in the consultation. To facilitate this, it would need to ban the right turn from Lewisham Road into Blackheath Hill.

Before proceeding with these proposals, TfL will need to undertake extensive modelling work to understand the implications of banning the right turn in this way, and the wider impact on the local area and road users, including bus services.

Supporting active travel

Question No: [2021/3435](#)

Len Duvall OBE

What are TfL's plans to support local community groups and residents to support active travel in their community to make this a more attractive option than using the car?

Supporting active travel

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Supporting active travel

The Mayor

Last updated: 14 OCTOBER , 2021

Transport for London (TfL) currently undertakes a range of activity, through building infrastructure, engaging local communities and marketing and behaviour change initiatives to help people switch to active travel from their car. It also works with London's boroughs, schools and hospitals to support them in this activity.

Activities include:

- Healthy Streets Officers, who work with London boroughs, schools and local community groups to deliver local initiatives to encourage active travel
- The STARS programme, active in almost 1,500 primary and secondary schools
- The Walking and Cycling Grants London programme which provides grants to community groups to deliver projects that enable all communities to enjoy the benefits of active travel.
- Funding boroughs to deliver infrastructure, cycle training and initiatives such as local Car Free Days and Try Before You Bike
- Engagement and consultation activity on planned infrastructure, to promote the benefits of active travel and raising awareness
- Delivering leaflets and posters in local areas when new infrastructure opens, to help with route planning and opportunities
- Advertising that presents walking and cycling as attractive alternatives to the car and encourages active travel as a sustainable alternative
- Wayfinding tools such as TfL Go, Journey Planner and Legible London which encourage active travel, making it easy to plan journeys on foot and by bike

Catalytic Converter thefts in Brent and Harrow Constituency**Question No:** [2021/3437](#)*Krupesh Hirani*

Please advise how many catalytic converters have been stolen in Brent and Harrow respectively in 2021.

Catalytic Converter thefts in Brent and Harrow Constituency**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see attached the requested information. The supplied notes page should be read in conjunction with these data to aid in interpretation.

Catalytic Converter thefts in Brent and Harrow Constituency**Question No:** [2021/3438](#)*Krupesh Hirani*

Please can you provide a breakdown of figures for the number of vehicles, by manufacturer, that had their catalytic converters stolen in 2019, 2020, and 2021 so far in Brent and Harrow respectively.

Catalytic Converter thefts in Brent and Harrow Constituency**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see attached the requested information. The supplied notes page should be read in conjunction with these data to aid in interpretation.

Station accessibility in Brent and Harrow Constituency**Question No:** [2021/3439](#)*Krupesh Hirani*

I welcome the Mayor of London's response to a previous written question submitted (Reference: 2021/3168) confirming the completion of works to make Sudbury Hill station accessible by the end of 2021. What is the current target date for the completion of the works?

Station accessibility in Brent and Harrow Constituency**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Station accessibility in Brent and Harrow Constituency**The Mayor**

Last updated: 12 OCTOBER , 2021

The current target for the completion of works at Sudbury Hill station is by the end of 2021. There has been no change to the anticipated delivery date since my previous response to Mayor's Question [2021/3168](#).

I have asked Transport for London (TfL) to ensure you are contacted prior to the completion of works so you have advanced notice of the date that step free facilities will be available at this station.

Station accessibility in Brent and Harrow Constituency

Question No: [2021/3440](#)

Krupesh Hirani

I also welcome the response from The Mayor (Reference: 2021/3167) confirming the completion of works to make Harrow on the Hill station accessible by the end of 2021. What is the current target date for the completion of the works?

Station accessibility in Brent and Harrow Constituency

The Mayor

Last updated: 12 SEPTEMBER , 2021

The current target for the completion of step-free access works at Harrow-on-the-Hill station is by the end of 2021. There has been no change to the anticipated delivery date since my previous response to Mayor's Question [2021/3167](#).

Station accessibility in Brent and Harrow Constituency

Question No: [2021/3441](#)

Krupesh Hirani

In relation to Step Free Access at Queen's Park Station. I understand that the station is currently in Control Period 5 and due to be fully step-free by March 2024. What assurances have Network Rail given to you to assure that this project will be completed on time and Queen's Park Station will become fully accessible for all?

Station accessibility in Brent and Harrow Constituency

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Department for Transport (DfT) and Network Rail are currently considering whether to progress work to make Queen's Park station step-free as part of the DfT's Access for All programme. This means that Network Rail is progressing designs to its 'Option Selection' stage to confirm whether or not a possible scheme is feasible, affordable and provides value for money. Transport for London is expecting an update from Network Rail on the outcome of this next month. Network Rail has provided no assurance as to the delivery of step-free access at this station in advance of the completion of this design and feasibility work.

Extension of London's taxi delicensing scheme**Question No:** [2021/3442](#)*Krupesh Hirani*

What are the current plans to extend London's taxi delicensing scheme given the number of non-Zero Emissions Capable (ZEC) taxis still out there?

Extension of London's taxi delicensing scheme**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Extension of London's taxi delicensing scheme**The Mayor**

Last updated: 10 MARCH , 2022

The existing taxi delicensing scheme is coming to an end and I have asked Transport for London (TfL) to consider the feasibility and benefits of re-purposing any remaining funding from the existing scheme as well as re-allocating a portion of the funding from the Office of Zero Emission Vehicles to enable the scheme to continue.

Please see my response to Mayor's Question [2021/1950](#), for more information on the significant support package I have made available for drivers.

E-scooter safety measures (1)**Question No:** [2021/3443](#)*Krupesh Hirani*

Would the Mayor of London and the Metropolitan Police explore working with schools on the rules and regulations around e-scooters?

E-scooter safety measures (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

E-scooter safety measures (1)**The Mayor**

Last updated: 14 OCTOBER , 2021

Both the Metropolitan Police Service (MPS) and I are aware of the increased usage and popularity of e-scooters, including by young people, and the MPS is already working with partners in this area.

Schools and Youth Officers have access to information leaflets and posters that can be distributed or displayed within schools, to help better inform young people regarding the current laws and regulations surrounding use of e-Scooters. These have been designed in collaboration with the MPS's Roads and Transport Policing Team (RTPC), who already assist with presentations to Schools and Youth Officers on awareness and interventions, as well as Operation Hornet (a London wide response to policing e-scooters).

The MPS Central Schools and Youth team continue to work with RTPC to develop an educational package that can be delivered in schools and further education establishments.

E-scooter safety measures (2)

Question No: [2021/3444](#)

Krupesh Hirani

As the issue of e-scooter safety continues to be debated, can you please provide the criteria by which current e-scooter trials are being assessed and advise what a successful trial would look like?

E-scooter safety measures (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) is assessing the rental e-scooter trial against six key learning objectives. These are to:

- Promote safety at the trial's core and ensure operators meet strict minimum standards relating to vehicle design, maintenance, parking, customer education and training.
- Achieve a consistent approach across London, including in relation to street clutter, access across different socio-economic groups and enforcement issues.
- Provide data to help understand how e-scooters might impact the achievement of the Mayor's Transport Strategy.
- Inform the Department for Transport's consideration of whether to provide a statutory basis for e-scooters to be used in England, Scotland and Wales.
- Provide the platform and evidence to request any city-wide powers that might be needed in the longer term to manage e-scooter use.
- Provide a potentially green and sustainable method of travel to support coronavirus pandemic restart and recovery work.

Success will be the ability to learn and gather evidence in all these areas and ensure that TfL better understands how e-scooter rental can work in London in the future.

E-scooter safety measures (3)

Question No: [2021/3445](#)

Krupesh Hirani

Please could you advise what proportion of serious head trauma injuries recorded in London's A&E departments in 2020 and 2021 were the result of accidents involving e-scooters?

E-scooter safety measures (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Data on the proportion of serious head trauma injuries in London's A&E departments resulting from accidents involving e-scooters is not available at the present time.

E-scooter safety measures (4)**Question No:** 2021/3446*Krupesh Hirani*

How many road traffic accidents recorded by the Metropolitan Police have involved e-scooters in 2019, 2020 and 2021 so far?

E-scooter safety measures (4)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

E-scooter safety measures (4)**The Mayor**

Last updated: 14 DECEMBER , 2021

Transport for London (TfL) holds personal injury collision data for the London area recorded by the Metropolitan and City Police. Information is collected using Department for Transport guidance and is referred to as STATS19 data. E scooters are currently not a separate vehicle category but are recorded as "Other Vehicles" with a free text field for additional details. Using the free text, TfL can find collisions involving an E-scooter. The latest validated information TfL hold is to end June 2021. All 2021 numbers are currently provisional and subject to change.

See attached table: Personal injury collisions recorded as involving an E Scooter GLA area 2019 – June 2021 provisional. Figures for 2021 are provisional and subject to change

E-scooter safety measures (5)**Question No:** 2021/3447*Krupesh Hirani*

Please could you provide figures for how many e-scooters have been confiscated by the Met in each month of 2021 so far?

E-scooter safety measures (5)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The below table shows the number of E-scooters that the Metropolitan Police have confiscated between January and July 2021.

	Jan	104
	Feb	130
	Mar	188
2021	Apr	173
	May	352
	Jun	1,103
	Jul	511
	Aug	398
TOTAL		2,561

E-scooter safety measures (6)**Question No:** [2021/3448](#)*Krupesh Hirani*

Considering ongoing trials within London, are you able to provide a copy of the Mayor of London's and/or TfL's response to the Government's consultation on e-scooter trials?

E-scooter safety measures (6)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please find attached Transport for London's response to the Department for Transport's (DfT's) consultation on 'legalising rental e-scooter trials'. This response was sent to the DfT on 2 June 2020.

E-scooter safety measures (7)**Question No:** [2021/3449](#)*Krupesh Hirani*

Please provide a figure for how many e-scooters the Met Police has destroyed after being impounded?

E-scooter safety measures (7)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Between January and July 2021 (inclusive) the Metropolitan Police has destroyed 1,256 e-scooters impounded after the required recovery window has expired.

Tideway Tunnel and Carbon Offset (1)**Question No:** [2021/3450](#)*Krupesh Hirani*

A constituent has raised concerns about the carbon footprint of the Tideway Tunnel scheme. Please detail how the scheme has worked to minimise its carbon impact and the mitigations from the scheme that allow for carbon offset.

Tideway Tunnel and Carbon Offset (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The tideway project is an important piece of new infrastructure. Helping improve the environmental performance of London's sewer networks, reduce sewage spills into the river Thames. It will also reduce the risk of sewer flooding in some places.

As a nationally significant infrastructure project Tideway was determined by the Planning Inspectorate in 2014 and all details are available on the [Planning Inspectorate Website](#).

Tideway are using best practice construction techniques to reduce emissions including embodied carbon in construction materials. For example at Chambers Wharf, the main drive site a base slab of 1,500m of concrete was poured. The base slab contained 75% of cement

alternative (ground granulated blast furnace slag) the highest used to date and meant that cement made up 5% of the total volume of material used.

Tideway continue to work with their supply chain to minimise their carbon footprint and will be announcing their latest carbon performance ahead of COP 26 this year.

Tideway Tunnel and Carbon Offset (2)

Question No: *2021/3451*

Krupesh Hirani

How important is carbon offset and carbon capture in order for London to achieve the target of net zero by 2030?

Tideway Tunnel and Carbon Offset (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Whilst reducing emissions as much as possible remains my primary objective, London can't get to absolute zero by 2030. This is a challenge that all cities, countries and businesses face as there will always be some residual emissions that we can't get rid of. However, we will ensure that any necessary offsetting will deliver additional, permanent and verifiable reductions and not simply export our emissions abroad for others to tackle.

As per my response to MQ 2021/2610, it is unlikely that carbon capture and storage will play a significant role in London's net zero carbon by 2030 target, as the UK will only be developing its first initial sites in the 2020s at industrial clusters outside of London. I am focusing my efforts on the immediate actions that I can take to reduce emissions from the built environment and transport by 2030.

Solar Panel Installation (1)

Question No: *2021/3453*

Sem Moema

The Mayor's Solar Action Plan pledges to encourage solar energy installations through the planning system. What are the challenges to achieving this objective?

Solar Panel Installation (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The London Plan continues to successfully secure solar PV installations on new build developments. Policy SI 2 requires planning applicants to maximise roof areas for solar PV as part of meeting the Mayor's net zero carbon target.

Developments referred to the Mayor in 2019 secured commitments to new solar PV capacity of 6.7MW equalling an investment of nearly £7.7 million. Since 2016, 21.7 MW of new solar PV capacity has been secured in total. The results for 2020 will be available shortly.

The success of the net zero carbon policy and the new solar PV capacity it is resulting in demonstrates the importance of local authorities retaining powers to set standards beyond national building regulations.

I commissioned work in April 2021 to gather evidence and insights on the challenges and opportunities that existing planning regulations present to retrofitting residential properties (including installation of solar PV) in London. This will provide recommendations to drive retrofit forward at scale and is currently ongoing. Recommendations are due by the end of the year and we will be engaging with boroughs on how to take these forward.

Solar Panel Installation (2)

Question No: [2021/3454](#)

Sem Moema

The Mayor's Solar Action Plan pledges to work with boroughs to ensure planning policies do not unnecessarily restrict solar installation on existing properties. What progress has been made against this objective and what is your assessment of its success?

Solar Panel Installation (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

[Please see my response to Mayor's Question 2021/3453.](#)

Funding of Social Housing (1)

Question No: [2021/3455](#)

Sem Moema

What progress has been made to date with the Mayor's Council Homes for Londoners programme?

Funding of Social Housing (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

My Building Council Homes for Londoners programme was launched in May 2018, making £1bn available in grant funding to support the delivery of 10,000 new council homes across the capital. Councils are on track to meet this target.

Funding of Social Housing (2)

Question No: [2021/3456](#)

Sem Moema

What is your current assessment of the disparity between council home funding and need across the capital?

Funding of Social Housing (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Joint GLA/G15 research has shown that a far higher level of funding from central government is required if London is to meet its need for new affordable homes. I am proud to have spearheaded a renaissance in council homebuilding, and I expect councils to account for a growing share of new affordable homes built in London. More than four in ten of the homes in the first round of bidding for my 2021-26 affordable homes programme will be delivered by councils, including the majority of the homes for social rent, but I know that many of them are ambitious to do more if sufficient funding were available from central Government.

Service Charges (1)

Question No: [2021/3457](#)

Sem Moema

What checks and balances are in place to ensure that those delivery partners who sign up to the Shared Ownership Charter for Service Charges adhere to the requirements of the Charter?

Service Charges (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Partners receiving funds through the Affordable Homes Programme 2021-26 are expected to sign up to the Charter and this will be reiterated as contracts are awarded. Providers are currently working collaboratively with the GLA to develop and agree a refreshed Charter.

The Mayor has no direct power to enforce regulation relating to service charges; the rules governing them are set out in the Landlord and Tenant Act 1985. Where shared owners are facing issues relating to their service charges, external avenues of redress are available such as the First-tier Tribunal and the Housing Ombudsman.

Service Charges (2)

Question No: [2021/3458](#)

Sem Moema

The GLA is currently working with investment partners to undertake research on service charge levels in London. When will the research be published and what have the initial findings uncovered?

Service Charges (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Through the work to update the Shared Ownership Charter for Service Charges, my housing team are collating available data and establishing with housing providers what might be made available.

We will make available any relevant research findings in relation to service charge levels at the point of publishing the refreshed Service Charges Charter.

MHCLG holds some data on service charges in its database known as CORE. To ensure that we build an improved and more comprehensive picture of shared ownership data, we are liaising with MHCLG on potential improvements to CORE.

Service Charges (3)

Question No: [2021/3459](#)

Sem Moema

Investment Partners in the Mayor's Affordable Homes Programme are expected to publish their fees and charges – beyond service charges – on their websites. Please provide a list of investment partners and information about the checks and balances in place to ensure they comply with this obligation.

Service Charges (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Investment partners receiving funding through Affordable Homes Programme (2021-26) are required to publish fees and charges (other than service charges) and will be expected to do this once contracts are awarded. The GLA Capital Funding Guide will be updated to reflect this requirement, and compliance will be audited annually in an independent process.

The GLA does not currently hold a list of investment partners who have published their fees and charges.

Law Enforcement and E-scooters (1)**Question No: 2021/3460**

Sem Moema

What promotional campaigns are in place to raise awareness amongst Londoners regarding the legal use of E-scooters?

Law Enforcement and E-scooters (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Law Enforcement and E-scooters (1)**The Mayor**

Last updated: 14 OCTOBER , 2021

In advance of the launch of the e-scooter rental trial, Transport for London (TfL) ran a marketing campaign using local press, on-street posters and targeted online advertising to launch and drive awareness of the trial in participating London boroughs. The campaign informed Londoners that the trial was taking place and provided guidance on how rental e-scooters should be used legally, safely and responsibly. The messaging emphasised that rental e-scooters are the only e-scooters legally allowed on London's roads.

As the trial has expanded to other boroughs, TfL has promoted the same messages via targeted online advertising and through its channels such as the website, PR and social media.

In addition, the e-scooter rental trial operators (Dott, Lime and TIER) are delivering ongoing marketing campaigns, which promote safer behaviours and legal use of e-scooters. Their marketing activity includes TV, digital and poster advertising, and is supported by online and in-person training.

In future, TfL is considering how it can supplement existing communications to further highlight the legal status and dangers of privately owned e-scooters.

Law Enforcement and E-scooters (2)**Question No:** 2021/3461*Sem Moema*

What police enforcement activity concerning the illegal use of e-scooters has taken place in areas participating in the e-scooter trial and those areas that are not participating? Please provide information by borough where available.

Law Enforcement and E-scooters (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Law Enforcement and E-scooters (2)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The MPS does not have details on enforcement activity by borough. The majority of police enforcement remains around private e-scooter use, as these vehicles do not have insurance or a valid vehicle classification. Instances where rental scooters are contravening the rules of the trial, including running red lights or being ridden on the pavement, for example, can be reported to the operators who can ban riders and their accounts if riders repeatedly break the rules.

Police Encounter Panels (1)**Question No:** 2021/3462*Sem Moema*

What is your assessment of the contribution Police Encounter Panels will make to increasing transparency, accountability and trust in policing?

Police Encounter Panels (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Police Encounter Panels (1)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Police Encounter Panels (PEPs) are a forum where local communities can review a wider range of policing incidents and effectively share their lived experiences.

Given PEPs have only recently been introduced, it is too early to make a meaningful assessment of their effectiveness, but the development of the PEPs illustrates the MPS's commitment to extend opportunities to review its work and its willingness to ensure that its services are informed by those they serve.

Police Encounter Panels (2)

Question No: 2021/3463

Sem Moema

How will the Met ensure that Police Encounter Panels engage with all communities and demographics across London?

Police Encounter Panels (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

To ensure that PEPs are representative of Londoners and can effectively share their lived experiences, the Met is targeting its recruitment on those communities, including young people, most impacted by the use of policing powers. Individual BCUs are working with existing community groups, youth panels and other grassroots organisations across London to engage with all communities and demographics.

Community Weapons Sweeps

Question No: 2021/3464

Sem Moema

Can you provide a breakdown of community weapons sweeps for each month of this year and by borough, where possible? What is your assessment of their success?

Community Weapons Sweeps

The Mayor

Last updated: 12 SEPTEMBER , 2021

All BCUs are encouraged to carry out Community Weapons Sweeps on a regular basis. These are often advertised on local social media channels. Where possible the Metropolitan Police use Ward Officers, PCSOs, Cadets, and Volunteers to take part in this key activity.

Currently, the Metropolitan Police do not centrally record Community Weapon Sweeps. Community Contact Sessions information is stored centrally on the AirSpace system, and the Metropolitan Police plan to update this to include Community Weapon Sweeps and other session types. This will ensure that in future Community Weapon Sweeps, including the numbers of attendees and the numbers conducted, can provide ward level data.

Violence Reduction Units (1)

Question No: 2021/3465

Sem Moema

Please provide a list of organisations in Hackney, Islington and Waltham Forest that have received support and/or funding from the Mayor's Violence Reduction Unit.

Violence Reduction Units (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Since its creation the Violence Reduction Unit (VRU) has received £35.4m of Mayoral funding, and additional annual allocation from the Home Office.

In 2020 this translated into 126 programmes and projects which supported 80,000 young Londoners.

The VRU's remit is much wider than just funding and includes developing partnerships; policy advocacy; research into the causes of violence; and funding an innovative programme of investment to test what works.

The VRU has funded a range of organisations working in Hackney, Islington and Waltham Forest including Schools and Pupils Referral Units, hospital-based youth workers, Local Authorities as well as funding a range of Voluntary and Community Sector Organisations, for example, through our parenting and after school provision programmes. The VRU are happy to provide a full list of these organisations.

Violence Reduction Units (2)

Question No: [2021/3466](#)

Sem Moema

For each of the organisations in Hackney, Islington and Waltham Forest that has received funding from the Mayor's Violence Reduction Unit, please set out the level of funding received.

Violence Reduction Units (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Since its creation the Violence Reduction Unit (VRU) has received £35.4m of Mayoral funding, and additional annual allocation from the Home Office.

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The VRU has funded a range of organisations working in Hackney, Islington and Waltham Forest including Schools and Pupils Referral Units, hospital-based youth workers, Local Authorities as well as funding a range of Voluntary and Community Sector Organisations, for example, through our parenting and after school provision programmes. The VRU are happy to provide a full list of funding provided to these organisations.

MOPAC Support (1)**Question No:** [2021/3467](#)*Sem Moema*

Please provide a list of organisations in Hackney, Islington and Waltham Forest that have received support and/or funding from the Mayor's Office for Policing and Crime.

MOPAC Support (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

MOPAC's annual budgets are allocated to support London wide projects within the Criminal Justice System.

Commissioning services funding in 2021/22 is set at £59.5m for the delivery of Co-commissioned and Pan London services.

MOPAC's investment in London Borough of Hackney, Islington and Waltham Forest is recognised within the £59.5m mostly through Pan London projects.

Direct awards to the three boroughs in this financial year is noted within MOPAC's commissioning budget as £584,227 with LB Hackney receiving £594,227, LB Islington £529,048 and LB Waltham Forest £462,197.

MOPAC Support (2)**Question No:** [2021/3468](#)*Sem Moema*

For each of the organisations in Hackney, Islington and Waltham Forest that has received funding from the Mayor's Office for Policing and Crime, please set out the level of funding received.

MOPAC Support (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see the response to [2021/3467](#).

British National (Overseas) Visa (1)**Question No:** [2021/3469](#)*Sem Moema*

What support is the Greater London Authority providing to Hongkongers with a BNO visa?

British National (Overseas) Visa (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The GLA has received £917,000 of funding from the Ministry of Housing, Communities and Local Government (MHCLG) as part of an Integration Programme for Hong Kong British Nationals (Overseas). Work will focus on establishing capacity in London to support the welcome of new arrivals. This will include a comprehensive engagement exercise to understand

the needs of new arrivals, the development of a hub of resources to help Hongkongers navigate the city, and the recruitment of the two new full-time coordinators to continue work to support the needs of Hongkongers in London.

Last month, my Deputy Mayor for Communities and Social Justice, Debbie Weekes-Bernard, met with representatives from the Hong Kong community in London to hear what support they need. My team has also been supporting civil society organisations to network and access new funding opportunities to grow their capacity in London.

British National (Overseas) Visa (2)

Question No: *2021/3470*

Sem Moema

What work is being done by the Mayor to help Hongkongers engage with public information on the British system?

British National (Overseas) Visa (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The GLA has received £917,000 of funding from the Ministry of Housing, Communities and Local Government (MHCLG) as part of an Integration Programme for Hong Kong British Nationals (Overseas).

Work will initially focus on establishing capacity in London to support the welcome of new arrivals. This includes a comprehensive engagement exercise to understand the needs of new arrivals, and the development of a hub of resources to help Hongkongers navigate the city and the recruitment of two new full-time coordinators. This work will create resources, with translated material available, to enable Hongkongers to engage with public information on systems and processes in Britain, including how to access services.

While we develop this more comprehensive resource, a page of translated information and resources pertinent to new arrivals from Hong Kong is already available on London.gov.

British National (Overseas) Visa (3)

Question No: *2021/3471*

Sem Moema

There is anecdotal evidence that landlords and estate agents are not aware of the BNO visa and are denying people permission to rent. What can the Mayor do to publicise the rights of BNO visa holders to landlords and estate agents in London?

British National (Overseas) Visa (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

I share concerns that the Home Office's hostile environment creates barriers for Londoners to access their rights and entitlements, including barriers to renting accommodation, accessing work, and accessing a bank account. I have long lobbied the government to end these discriminatory hostile environment policies.

In order to address the immediate challenge, my teams have raised this issue with the National Residential Landlord Association and with the Mayor's Private Rented Sector Partnership, which brings together borough officers responsible for enforcing against rogue landlords and letting agents. My officers are continuing to seek opportunities to publicise the rights of BNO visa holders and others impacted by Right to Rent checks.

Transport Accessibility (1)

Question No: [2021/3472](#)

Sem Moema

The Mayor has set a target to make 40% of London's tube station step-free by Spring 2024. What challenges are there to achieving that target, and can you outline what progress has been made on step-free access in Hackney, Islington and Waltham Forest?

Transport Accessibility (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Transport Accessibility (1)

The Mayor

Last updated: 14 DECEMBER , 2021

As explained in my previous response to MQ 2019/12247 (<https://www.london.gov.uk/questions/2019/12247>) funding pressures meant that Transport for London (TfL) subsequently revised its target to make 38 per cent of the Tube network step-free by 2024, rather than the original target of 40 per cent by 2022.

Following the huge impact of the Covid-19 pandemic on TfL's finances and the need for a long-term funding agreement from the Government, TfL has had to reassess the scope of a number of programmes, including accessibility. TfL's current plans will make around 34 per cent of the network step-free by the end of 2022.

Discussions have re-started with TfL's supply chain on the paused step-free improvements at Burnt Oak, Hanger Lane and Northolt. Subject to these discussions, construction work at these stations could begin by next spring, allowing them to be completed in the coming years. This work would take the total to 35 per cent. Additional step-free schemes being explored beyond 2022 are subject to appropriate funding being secured.

With regard to work in the specific boroughs you mention:

Hackney – The borough is well served by London Overground services and its only Tube station is Manor House. There are currently no plans to install step-free access at this location.

Islington – Finsbury Park station became step free in January 2019 providing an important interchange between the Victoria and Piccadilly lines. There are currently no plans to make any other stations in Islington step free.

Waltham Forest -TfL and the London Borough of Waltham Forest are working together to identify and pursue potential funding sources for a step-free scheme at Walthamstow Central.

Planning permission has been approved and the scheme proposes two 26 person lifts. Start and delivery dates for this project will not be confirmed until funding is secured.

Transport Accessibility (2)

Question No: [2021/3473](#)

Sem Moema

Please provide a list of publicly accessible toilets on the Transport for London network and the opening hours for each of those facilities.

Transport Accessibility (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) publishes details of the toilets on its stations on the TfL toilet map (<http://content.tfl.gov.uk/toilets-map.pdf>). This includes toilets at bus stations which interchange directly with stations, for example North Greenwich, as well as a small number of facilities operated by third parties. Opening hours are decided by local management teams to meet operational requirements and, in most cases, are communicated at the entrance to the toilet.

Work is currently underway to confirm the individual opening hours at different locations and TfL will look to communicate this once complete. Station staff are also expected to provide access to toilets on request outside of the advertised opening hours.

Transport for London Funding

Question No: [2021/3474](#)

Sem Moema

Please can you provide an update on negotiations between TfL and the Government with regards to delivering a sustainable funding arrangement for London's public transport?

Transport for London Funding

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Transport for London Funding

The Mayor

Last updated: 16 SEPTEMBER , 2021

In the 1 June funding agreement letter, Government committed to working with Transport for London (TfL) on reaching a longer-term financial settlement beyond the period of the current agreement which expires on 11 December 2021.

TfL worked through the implications of the funding agreement as part of its revised budget which was presented to the TfL Board on 28 July. This sets out how TfL can become financially sustainable by April 2023.

Meeting the conditions of the June funding letter is an important step towards securing a longer-term funding arrangement. Discussions on a long-term plan are ongoing with

Government, and TfL has been working hard to deliver all the conditions in the last funding agreement. TfL will have a better understanding of the Government's position following the Autumn Spending Review and continues to work with them to secure a longer-term funding solution.

Rise in smoking

Question No: [2021/3476](#)

Onkar Sahota

Cancer Research UK has said that the number of 18 to 34-year-olds who classed themselves as smokers increased by a quarter, from 21.5% to 26.8%, after the first lockdown. Is your health team looking into this and, if so, what work is being done to tackle this rise in London?

Rise in smoking

The Mayor

Last updated: 12 SEPTEMBER , 2021

I am fully aware of how damaging smoking tobacco can be to our health at any age, how it disproportionately affects those from the poorest communities, and how hard it can be to kick the habit for good.

It is concerning that there has been a rise in young people smoking in the UK during the first lockdown. However, I understand from colleagues at Public Health England from their discussions with researchers at the University College London Tobacco and Alcohol Research Group that this rise has not been seen in London, rather it is concentrated in Central and Northern England.

Nevertheless, I am committed to working with partners in London towards making our city smokefree ahead of the national target of 2030, as set out in the Health and Care Vision for London. We can only achieve this through working with communities, progressive tobacco control policies, and being there for Londoners when they choose to quit.

Uptake among care workers

Question No: [2021/3477](#)

Onkar Sahota

Care home providers are reporting that one of the reasons they are losing staff or unable to fill vacancies is because many have been put off by requirement to be fully vaccinated against Covid by 11 November. What are you doing to promote the uptake of the vaccine to key workers such as care home staff?

Uptake among care workers

The Mayor

Last updated: 12 SEPTEMBER , 2021

The uptake among care home staff has reached 87.9% for first doses and 77.3% for second doses. Integrated Care Systems continue to focus on care homes with the lowest level of vaccine uptake for residents and staff. They also continue to liaise with Local Authority Hubs to identify and promote pop-up vaccination events to make it as easy as possible for staff to get vaccinated.

I am continuing to meet regularly with the leaders of both the NHS and Public Health England in London, as I have throughout the pandemic, on all aspects of the pandemic including to discuss vaccine uptake across all sectors. My officers are continuing to work closely with partners across the health and care system to align messages and support logistical roll-out of the vaccine programme. I use my role to amplify messages wherever I can, both with the public and with national Government.

Care Home Staff Shortages

Question No: [2021/3478](#)

Onkar Sahota

There are continuing reports of an alarming decrease in care workers with providers now saying they will need an “army of volunteers” to staff care homes this winter. How are you, as Mayor, supporting London’s care homes in having enough trained staff to care for our sick and elderly care home residents?

Care Home Staff Shortages

The Mayor

Last updated: 12 SEPTEMBER , 2021

I share your concerns about the workforce needed to support some of the most vulnerable people in our communities.

The GLA funded approximately £12 million Adult Education Budget provision in health and social care in 2019/20 to support Londoners into work in these sectors, and a round of bids for additional provision has also been launched via the Good Work Fund.

The London Association of Directors of Adult Social Services (ADASS) are actively promoting their “Proud to Care” campaign (<https://londonadass.org.uk/>) to attract new recruits to the care industry. My Deputy Mayor and Health Advisor have had discussions with representatives of ADASS to offer any support we can to this programme, using the learning from my skills academies programme, and these discussions are now continuing among officers.

‘Vaccine fatigue’

Question No: [2021/3479](#)

Onkar Sahota

The number of teenagers getting vaccinated against some cancers, meningitis, septicaemia and other fatal conditions fell by 20% after the first lockdown last year. There has also been a small but very concerning drop in children receiving their MMR vaccination. Experts are referring to this as ‘vaccine fatigue’ due to the COVID-19 vaccination programme. It is vital that young people continue to take up their immunisations to protect themselves as well as others. We must tackle vaccine hesitancy as a health priority as it continues to spread. What work are you doing on this in London?

‘Vaccine fatigue’

The Mayor

Last updated: 12 SEPTEMBER , 2021

To tackle hesitancy, I continue to work with the NHS, Public Health England (PHE) and local government to support efforts to engage with communities on the importance of the COVID vaccine. For example, we have invested in Community Champions, a programme that empowers

local people to be advocates in their own neighbourhoods and within their own communities. We are now expanding the programme to include Youth Community Champions.

To help encourage younger Londoners to come forward for their vaccine over the summer, I have worked with PHE and the NHS to deliver a small grants programme to support community-based organisations to hold events for young people in their local areas. This has given young people the opportunity and platform to talk about the vaccine, and wider health concerns. We also continue to run marketing campaigns specifically targeted at reaching these groups.

As we move into the autumn the NHS flu campaign will soon begin. I get the flu jab every year due to my asthma and I will be urging all Londoners who are eligible to have the vaccination too.

Sunlight/Daylight Standards (1)

Question No: [2021/3481](#)

Sakina Sheikh

Since the 2016 Housing Supplementary Planning Guidance, what percentage of planning applications referred to the GLA meet the BRE's standards on sunlight and daylight?

Sunlight/Daylight Standards (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The 2016 Housing SPG states that "an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets." The BRE guidelines have a number of different assessment methods and different parts of a development will vary in compliance with these different assessments. The information provided by these assessments help inform the decisionmaker but are not a simple pass or fail test and thus such monitoring information is not collected by either the GLA or Local Planning Authorities.

Sunlight/Daylight Standards (2)

Question No: [2021/3482](#)

Sakina Sheikh

Since the 2016 Housing Supplementary Planning Guidance, can you tell me how many planning applications referred to the GLA meet the BRE's standards on sunlight and daylight?

Sunlight/Daylight Standards (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The 2016 Housing SPG states that "an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of

alternative targets.” The BRE guidelines have a number of different assessment methods and different parts of a development will vary in compliance with these different assessments. The information provided by these assessments help inform the decisionmaker but are not a simple pass or fail test and thus such monitoring information is not collected by either the GLA or Local Planning Authorities.

Sunlight/Daylight Standards (3)

Question No: [2021/3483](#)

Sakina Sheikh

Since the 2016 Housing Supplementary Planning Guidance, can you tell me how many planning applications referred to the GLA did not meet the BRE’s standards on sunlight and daylight?

Sunlight/Daylight Standards (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The 2016 Housing SPG states that “an appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets.” The BRE guidelines have a number of different assessment methods and different parts of a development will vary in compliance with these different assessments. The information provided by these assessments help inform the decisionmaker but are not a simple pass or fail test and thus such monitoring information is not collected by either the GLA or Local Planning Authorities.

Hybrid Planning Meetings (1)

Question No: [2021/3484](#)

Sakina Sheikh

Would you encourage councils to lobby for the return of hybrid planning committee meetings to encourage more online participation so more Londoners are aware of the developments in their local area?

Hybrid Planning Meetings (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Yes, I strongly support any initiative that enables communities to be better involved in the planning process.

My officers in the GLA Planning team have responded to the [Government call for evidence on remote meetings](#) supporting the future use of hybrid planning meetings. The response to the call for evidence is available online [here](#).

Hybrid Planning Meetings (2)

Question No: 2021/3485

Sakina Sheikh

Will you continue with hybrid Stage 3 Call In meetings so that they are more accessible and encourage more participation from Londoners?

Hybrid Planning Meetings (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Yes. The first hybrid Stage 3 Call in representation hearing was held on the 27th July for the Former Stag Brewery planning application and I intend to continue with hybrid meetings for future representation hearings to enable people to participate in different ways.

Permitted Development Rights Prior Approvals

Question No: 2021/3486

Sakina Sheikh

What steps are you taking to encourage councils to report on the number of prior approvals they grant for Permitted Development Rights. Perhaps on a quarterly basis?

Permitted Development Rights Prior Approvals

The Mayor

Last updated: 12 SEPTEMBER , 2021

Details of all prior approval applications and decisions are recorded on the Planning London Datahub. This collects and collates information about the applications as well as developments proposed and permitted.

The DataHub is a collaborative project between all planning authorities in London, more information about it can be found [here](#).

My officers are currently working on unpacking the data so it can help provide more valuable insight into the scope and impact on our city of these rights.

Article 4 Directions

Question No: 2021/3487

Sakina Sheikh

How have you been lobbying central government not to limit the use of Article 4 Directions, which are vital to protecting our high streets from Permitted Development Rights?

Article 4 Directions

The Mayor

Last updated: 12 SEPTEMBER , 2021

I remain very concerned about the introduction of permitted development rights (PDR) that indiscriminately allow commercial uses to convert to housing, and their potential impacts on London's high streets, town centres and commercial core, as well as the quality of the housing that they might produce.

I support the use of Article 4 Directions to remove PDR in targeted locations and my officers continue to work closely with boroughs to bring these forward where justified. As part of this, we published a [strategic evidence base to support Article 4 Directions](#) in July 2021, which makes clear the importance of our commercial and employment land across the capital and the risks posed by unfettered change of use.

I continue to raise this with the Secretary of State, urging him to provide support for targeted Article 4 Directions to protect our vibrant commercial and business districts, important commercial agglomerations and local services and facilities.

Revising the SHMA

Question No: [2021/3488](#)

Sakina Sheikh

What is your programme for revising the Strategic Housing Market Assessment (SHMA) in light of the Covid-19 Pandemic which has affected London's housing market?

Revising the SHMA

The Mayor

Last updated: 12 SEPTEMBER , 2021

The 2017 SHMA forms a key part of the evidence base for the London Plan 2021. While the pandemic is undoubtedly having some effects currently on London's demographics and housing market, it is not yet clear the extent of these impacts or whether they are transitory or likely to persist and lead to longer term changes.

The 2017 SHMA therefore remains the best available guide to London's current and future housing needs, and makes clear the significant need for affordable housing - which is unlikely to be substantially reduced by emerging trends. My affordable homes programmes have delivered over 72,000 affordable homes across the capital - and will deliver a further 79,000 affordable homes over the next five years, further contributing to delivery of the types of homes that Londoners so desperately need.

For the purposes of the SHMA, demographic data is key and, as set out in my reply to [Mayor's Question 2021/1904](#), the pandemic has caused some delay and disruption to data collection. Once better data emerges, including the results of the 2021 Census, my officers will be in a better position to build a picture of the nature and extent of demographic change that has taken place. This in turn will inform the best way forward with regard to reviewing and, if need be, revising the SHMA.

Revising the SHLA**Question No: 2021/3489***Sakina Sheikh*

What is your programme for revising the Strategic Housing Land Availability Assessment (SHLAA) in light of the Covid-19 Pandemic which has affected London's housing market?

Revising the SHLA**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The 2021 London Plan sets ambitious minimum housing targets for the boroughs, based on identified capacities of the 2017 SHLAA. This technical exercise, underpinning the London Plan, provided a robust assessment of residential land supply up to 2029.

My focus now is on implementing my London Plan – and the Government has agreed that despite national changes to calculating housing requirements, the targets in the London Plan for the next five years remain the relevant targets for London.

That said, the need for housing in London remains significant and work to identify new land supply is ongoing. First, as part of ensuring conformity with the London Plan, Boroughs will need to review their land supplies as they progress their own local plans, and to deliver London Plan targets. Any additional sites identified that meet good growth and wider London Plan objectives are welcomed in order to maximise housing delivery. Second, it is my intention to commission work on a new digital Strategic Housing Land Availability Assessment (SHLAA) that will provide a live source of data to support plan- and decision-making moving forward.

Reducing Invalid Planning Applications (RIPA)**Question No: 2021/3490***Sakina Sheikh*

Are you optimistic that the Government's Reducing Invalid Planning Applications (RIPA) scheme will improve the process of submitting planning applications to local authorities?

Reducing Invalid Planning Applications (RIPA)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I am hopeful that this project will improve the experience of applicants submitting planning applications. To date this has been limited to applications for certificates of lawfulness (so ascertaining confirmation as to whether a full application for planning permission is required). I hope that this can be scaled to other types of applications in due course.

Back-office Planning Systems (BoPS)**Question No:** 2021/3491*Sakina Sheikh*

Are you optimistic that the Government's Back-office Planning Systems (BoPS) will make planning applications more accessible to both local authorities and Londoners?

Back-office Planning Systems (BoPS)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Back Office Planning System is one of a suite of initiatives to digitalise the planning system and transform how it works.

Its initiation was undertaken with partners, including the GLA. While, to date, it has been focused on the back-office systems and so does not yet unlock the challenges that Londoners face in accessing the planning system, I am hopeful that it is a positive step for the planning industry and will provide a helpful foundation for other improvements.

Public Practice (1)**Question No:** 2021/3492*Sakina Sheikh*

Can you update me on how successful the Public Practice programme has been to date?

Public Practice (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Public Practice is a not-for-profit social enterprise, developed within the GLA and launched in September 2017. Its mission is to improve the quality and equality of everyday places by building the public sector's capacity for proactive planning through a professional placement programme that brings private sector expertise into the public sector. To date Public Practice has secured 177 placements for built environment practitioners across a range of public authorities. A further 24 placements will start in October 2021. 93% of applicants have applied from outside the public sector, 91% of placements have continued working within the public sector beyond the end of the 12 month programme and 94% of placements secured are brand new roles, confirming that Public Practice is supporting growth of placeshaping capacity in the public sector. The initiative is also supporting broader upskilling of the public sector and has provided over 140 open-access resources and tools for public sector officers.

Public Practice (2)**Question No:** [2021/3493](#)*Sakina Sheikh*

Is it possible for you to tell me how Public Practice is being funded by the GLA?

Public Practice (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The GLA was one of the original founding partners of Public Practice and has provided tapered seed grant of £240,000 across four years, from 2017 to 2021. The GLA is in the process of confirming £45,000 of grant funding to Public Practice across the next three financial years.

Grants have been awarded on the basis of expected outputs and outcomes in relation to match funding, advocacy with the sector, research and development outcomes, and London borough placements. My Deputy Mayor, Jules Pipe, is chair of the Public Practice Board, supporting those expected outcomes to be met.

Public Practice (3)**Question No:** [2021/3494](#)*Sakina Sheikh*

Which councils are currently a part of Public Practice?

Public Practice (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Public Practice has placed Associates in 53 different Authorities and public sector bodies. 68% of these have been London based, including 29 of the 33 London Authorities. 40 Authorities are hosting placements across the current cohort and the cohort scheduled to commence in October. 29 are within or cover London:

Better Placed, Greater London Authority, Homes England, Local London, LB Barnet, LB Bexley, LB Camden, LB Ealing, LB Enfield, LB Hackney, LB Haringey, LB Havering, LB Hillingdon, LB Islington, LB Lambeth, LB Newham, LB Redbridge, LB Southwark, LB Tower Hamlets, LB Waltham Forest, LB Richmond & Wandsworth, London Legacy Development Corporation, Ministry of Housing, Communities & Local Government, Old Oak and Park Royal Development Corporation, RB Greenwich, RB Kensington & Chelsea, RB Kingston Upon Thames, South London Partnership, Westminster City Council.

Public Practice (4)**Question No:** 2021/3495*Sakina Sheikh*

Do you have any plans to expand Public Practice further?

Public Practice (4)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I continue to support Public Practice and the GLA continues to be a key partner.

In support of the Recovery Programme, the GLA is working with Public Practice this year to diversify the types of skills available to support recovery with a focus on town centre and economic recovery roles. Specifically, the GLA and London Councils, have been working with Public Practice to recruit 15 roles, 50 per cent funded by LEAP, aligned to the economic recovery missions.

Public Practice is also expanding nationally in the coming year, developing a national network of public sector officers sharing learning and knowledge from the model pioneered in London.

Statement of Community Involvement**Question No:** 2021/3496*Sakina Sheikh*

Will you produce a Statement of Community Involvement so that communities know your commitments to them on how they will be consulted on planning changes in their areas?

Statement of Community Involvement**The Mayor**

Last updated: 12 SEPTEMBER , 2021

In my re-election manifesto I committed to finding ways to improve how communities can be involved in the planning process.

A statement of community involvement sets out how a planning authority will engage with communities in fulfilling its statutory duties. My role, and the role of the GLA, do not fall within this framework.

However, I am committed to helping improve engagement for communities with the wider planning system, ranging from specific development proposals to, crucially, policy and plan-making stages where the statutory frameworks that are used to decide individual planning applications are developed.

My team is preparing a framework to set out the principles to guide the work of GLA Planning as well as information to help communities navigate and understand what is undoubtedly a complicated system and will be looking to engage with community groups on this. We are also continuing to develop enhanced tools and data to support Londoners' involvement in planning.

Lambeth River Station Pontoon Refurbishment (1)

Question No: 2021/3497

Anne Clarke

The LFB's quarter 4 report for 2020/21 reports challenges to finding a contractor for refurbishment work. What challenges have been identified as discouraging contractors from applying for the tender?

Lambeth River Station Pontoon Refurbishment (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The challenges to receiving bids for the project from contractors were due to the specialist nature of the work, time pressures and resource shortages being experienced in the construction industry and the proposed form of procurement and contract.

The project was taken to market via the Metropolitan Police Service framework, in line with GLA guidance. Initially two of the three contractors on the framework expressed an interest in tendering for the project. However, once the tender was released both parties pulled out, citing the risk of working on and around the river as too high, and resource issues internally.

Subsequently the project team began talking to specialist marine contractors to establish if there was interest in carrying out the works. As a result of feedback, the project was competitively re-tendered with the specialist marine contractors. This re-tender has led to the successful selection of a preferred contractor to complete the final stage of design, in preparation to agree a contract sum to carry out the works.

Gospel Oak-Barking Line Weekend Closures

Question No: 2021/3498

Joanne McCartney

The Gospel Oak-Barking Line of the London Overground has been closed for a number of weekends over the past couple of months. Is it possible for you to explain these closures? The line has already been upgraded with new rolling stock so the reason for these closures isn't obvious.

Gospel Oak-Barking Line Weekend Closures

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Gospel Oak-Barking Line Weekend Closures

The Mayor

Last updated: 16 SEPTEMBER , 2021

Although Transport for London (TfL) now has a full fleet of new class 710 electric trains on the Barking to Gospel Oak line, there remains a need for Network Rail to maintain the fixed infrastructure to ensure the trains run safely and reliably on the track.

The recent works you note have been a combination of replacing track that was approaching the end of its design life and replacing worn components.

Due to the high intensity of services operated on the line, renewal works can only be carried out through weekend closures or on some occasions, longer closures, for example over the Christmas period or during bank holiday weekends.

Please be assured that TfL works closely with Network Rail to ensure closures are kept to a minimum, with safety being its first priority.

Seven Sisters/Amhurst Park Junction

Question No: *2021/3499*

Joanne McCartney

Further to MQ 2015/0970, it has now been six years since I last raised this issue but local residents still have concerns about the safety of cyclists and pedestrians. Is it possible for you to update me on what improvements are being made?

Seven Sisters/Amhurst Park Junction

The Mayor

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) is committed to improving safety at this junction and, prior to the pandemic, was designing a safety scheme here as part of a longer cycle route on the Seven Sisters Road. Unfortunately design work on a cycle route was paused in March 2020 owing to the pandemic, but TfL hopes to be able to recommence design work in early autumn with future delivery subject to the availability of funding.

Pedestrian Crossing on Archway Road

Question No: *2021/3500*

Joanne McCartney

Is it possible for TfL to install another pedestrian crossing on the Archway Road between Hornsey Lane and Shepherd's Hill?

Pedestrian Crossing on Archway Road

The Mayor

Last updated: 12 SEPTEMBER , 2021

There are three existing signalised pedestrian crossings on this stretch of road; one located near Hornsey Gardens; one at Causton Road on the A1 and one at the Shepherds Hill junction. Transport for London (TfL) will investigate the case for introducing another pedestrian crossing facility between Hornsey Lane and Shepherds Hill, subject to the availability of funding.

Tottenham My Ends

Question No: *2021/3501*

Joanne McCartney

Can you update me on the progress of the Tottenham My Ends Programme?

Tottenham My Ends**The Mayor**

Last updated: 12 SEPTEMBER , 2021

My Ends is the Violence Reduction Unit's (VRU) ambitious new place-based fund, investing £6 million into 8 consortiums across London to deliver sustainable, effective responses to violence.

The programme in Haringey brings together The Bridge Renewal Trust, Godwin Lawson Foundation, North London Partnership Consortium, Father 2 Father and Mind in Haringey to deliver activity within the Tottenham Hale ward. This includes supporting young people's engagement with school; mentoring support; delivering trauma-informed support to young people experiencing violence and exploitation; providing pathways to economic opportunity, including life skills and employment-readiness programmes and providing mental health first aid; and delivering trauma-informed training and capacity building to local organisations working with young people.

Work commenced in May 2021 and over the last month the VRU have undertaken visits to most of the My Ends neighbourhoods. These trips have been hugely insightful and inspiring.

Four Tracking of West Anglia Route

Question No: [2021/3502](#)

Joanne McCartney

With the delays to Crossrail 2, is it possible for you to explore the possibility of 4-tracking the West Anglia Route to improve transport accessibility and create opportunities in my constituency?

Four Tracking of West Anglia Route**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Transport for London's (TfL's) view remains that the Crossrail 2 programme, combined with enhancements to other parts of the West Anglia Main Line, is the best way to deliver the long-term transformative improvements TfL and stakeholders want to see on this route. However, with Crossrail 2 currently paused, TfL has been working closely with Network Rail and other industry partners to undertake a study of options to improve the route over the next 10 to 15 years that are complementary to the eventual delivery of Crossrail 2. TfL expects Network Rail to publish the final version of the study soon. This will help inform funders as to options, value for money and possible priorities for further development.

In the short-term, Abellio Greater Anglia continues to roll out its new, higher capacity, rolling stock on the West Anglia route, with full fleet deployment expected to be complete by summer 2022.

HGV Driver Shortage

Question No: [2021/3503](#)

Joanne McCartney

The shortage of HGV drivers in the country is adversely affecting London local councils' refuse services – waste collection drivers require a HGV licence. Could you look at co-ordinating a London wide HGV recruitment/training and retention scheme?

HGV Driver Shortage**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Brexit and a restrictive immigration system have contributed to the shortage of HGV drivers. Given the urgency and the scale of the challenge the Government should explore all policy levers to ensure that the immigration system meets our needs. Disappointingly the Government's 'shortage occupation list', which could help to ameliorate such problems, includes barely any of the roles that are now urgently needed in sectors like haulage. This is why I am lobbying for London to have devolved powers to fill vacancies in sectors where there are acute shortages, including the ability to create a more demand-led regional list of shortage occupations for London.

In parallel, through the *Helping Londoners into Good Work* Mission, I am working with London Councils, Jobcentre Plus and the Sub-Regional Partnerships on a *No Wrong Door* approach to ensure the capital's skills and employment system supports Londoners into good training and employment opportunities. This includes identifying local demand for employment support to meet recruitment needs.

My revised Skills for Londoners Business Partnership membership will also include representation from the Logistics sector. The Partnership helps inform City Hall's skills programmes and policy development to meet the needs of London's key sectors and support Londoners into good jobs.

Turnpike Lane Flooding

Question No: *2021/3504*

Joanne McCartney

What preventative work can be done to prevent Turnpike Lane London Underground station from flooding? It has closed due to excessive rainfall on two recent occasions.

Turnpike Lane Flooding**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Turnpike Lane Flooding**The Mayor**

Last updated: 14 OCTOBER , 2021

Transport for London (TfL) is aware of this issue and has already taken steps to mitigate it.

In terms of mitigating the risk, a flood detecting system with remote alarm panel and an anti-flood valve to prevent backflow were both installed. While the anti-flood system is now fully tested and operational, the existing anti-flood system was found to be no longer fit for purpose following the last flood incident on Sunday 25 June 2021, and a modern replacement system has been ordered and will be installed by the end of November.

Loss of £20 Universal Credit Uplift on Londoners

Question No: [2021/3505](#)

Joanne McCartney

What impact do you expect the loss of the £20 Universal Credit uplift on Londoners to be?

Loss of £20 Universal Credit Uplift on Londoners

The Mayor

Last updated: 12 SEPTEMBER , 2021

The £20 uplift to Universal Credit has provided much-needed support to more than a million Londoners during the pandemic. The increase was long overdue, as years of cuts had left benefits well below the genuine cost of living.

Withdrawing the uplift on the last day of the furlough scheme, while there is still unprecedented economic uncertainty and households face rising living costs, will have a devastating impact on Londoners.

Later this month, I will publish research carried out by the University of Essex assessing the effects of the pandemic on financial hardship in London, including projections of the impact of withdrawing the uplift to Universal Credit. The research will show that choosing to maintain the uplift would allow the Government to lift 6.3% of Londoners out of poverty in 2022, with an even greater impact for young people, lone parents, and Black Londoners.

Tottenham Hale Ticket Hall

Question No: [2021/3506](#)

Joanne McCartney

Are you able to provide a more specific opening date for the new ticket hall at Tottenham Hale? Currently TfL's website site says "late 2021".

Tottenham Hale Ticket Hall

The Mayor

Last updated: 12 SEPTEMBER , 2021

Work is progressing well at Tottenham Hale station to deliver the new ticket hall with more space, new ticket machines and an improved customer experience. Completion of the customer areas is expected by December 2021.

Street markets

Question No: [2021/3510](#)

Zack Polanski

How much investment has the London Recovery Board High Streets for All mission given to support street markets since the pandemic began in March 2020? Could you break this down by how much was given to which street markets and when?

Street markets**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Several actions are underway to support the recovery of street markets including investment through the London Recovery Board's High Streets for All challenge and the Tomorrow's Market business incubation initiative which will support the formation of strategies to enable markets to diversify, secure their long-term sustainability as well as pilot interventions to test and trial new ideas.

Earlier in the summer, I announced 35 exemplar projects to receive £20,000 seed funding of which 15 projects have a street market or market-related element. The High Streets for All challenge is supporting a range of innovative projects across London aimed at ensuring our high streets and street markets can flourish and thrive as we emerge from the pandemic. Later this year, we will make available between £100,000 and £200,000 additional development funding to 10 to 12 of the exemplar projects, to help develop and deliver larger project proposals and strategies.

A full list of funding awards can be found here:

[High Streets for All Challenge | London City Hall](#)

Digital support for older Londoners (1)

Question No: *2021/3511*

Zack Polanski

Will you bring together internet providers to support the creation of free or genuinely affordable social tariffs that meet the specific needs of older Londoners, so they are not left behind by the digital world.

Digital support for older Londoners (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I am pleased to see that providers have been proactively establishing social tariffs for Londoners and beyond. At present, BT and Virgin Media O2 only allow those on Universal Credit to be eligible for a more affordable tariff. Hyperoptic and Community Fibre have opened their tariffs to include a wider range of Londoners and Hyperoptic has specifically included older Londoners in receipt of Pension Credit among the groups who can apply. Talk Talk are also working directly with the Department for Work and Pensions to support job seekers with a grant to offset broadband costs and I'm aware that other London providers too are gearing up to provide their own social tariffs.

As part of the London Recovery Programme, London Councils and I have prioritised Digital Access for All as one of the missions to ensure that 'Every Londoner has access to good connectivity, basic digital skills and the device or support they need to be online by 2025.' As part of this, my Chief Digital Officer and the GLA's Connected London team continue to meet with telecom providers to better understand their social tariff offers and work with providers to help shape their offers for those Londoners who need it the most.

Digital support for older Londoners (2)**Question No:** 2021/3512*Zack Polanski*

Will you coordinate the London-wide provision of long-term programmes to make high quality and appropriate devices available to older people who need them?

Digital support for older Londoners (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As part of the London Recovery Programme, London Councils and I have prioritised Digital Access for All as one of the missions to ensure that 'Every Londoner has access to good connectivity, basic digital skills and the device or support they need to be online by 2025.'

As part of this, I am supporting the London Office of Technology and Innovation to deliver the Digital Inclusion Innovation Programme. A key part of that programme is researching the requirements of a 'minimum access package', to understand how best to meet individuals' essential device, data and skills needs.

Initial projects include examining device upcycling from large employers to increase the supply of devices to those who need them and work on a comprehensive map of digital inclusion to enhance the reach of initiatives.

Digital support for older Londoners (3)**Question No:** 2021/3513*Zack Polanski*

How will the impact of digital exclusion be considered in updates to your Equality, Diversity and Inclusion Strategy?

Digital support for older Londoners (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The COVID-19 pandemic shone a spotlight on the extent of digital exclusion in our communities and how it denies Londoners who are not digitally connected access to information and guidance; goods and services; connections with other people and learning and work opportunities. I know digital exclusion increases with age.

I am committed to the delivery of the London Recovery Programme's Digital Access for All mission, which aims to give every Londoner access to good connectivity, basic digital skills and the device or support they need to be online by 2025.

The London Recovery Programme's cross-cutting principle of recognising and addressing structural inequalities, promoting a fairer, more inclusive London and supporting the most vulnerable Londoners will be applied to this mission, as it is for all the other missions. Thus ensuring that tackling inequalities in digital access is right at its heart.

The next update of my Equality, Diversity and Inclusion Strategy, is due next year and my commitment to digital access for all and tackling digital exclusion will be reflected in it.

Night Time Enterprise Zones

Question No: 2021/3514

Zack Polanski

Since the introduction of the Night Time Enterprise Zone in Waltham Forest what progress has been made to develop a toolkit for high street businesses to help them with marketing and signpost what organisations they can go to for support and funding?

Night Time Enterprise Zones

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Night Time Enterprise Zone pilot project ran on Walthamstow High Street between October 2019 and January 2020.

The pilot showed that post-6pm activation can be as rewarding and profitable for businesses as daytime activity. The pilot boosted footfall on the high street by 22 per cent, 64 per cent of businesses reported seeing new customers, 60 per cent reported being busier than usual and 90 per cent reported that they would participate in similar events again in the future.

Following the pilot, Waltham Forest is developing a toolkit for businesses. This will give a step-by-step guide to encourage more businesses to operate after 6pm, and to outline the key considerations for businesses wanting to operate at night. The toolkit is due to be published by the end of the year.

A report containing the recommendations from the pilot project was published in March 2021 and can be viewed on the Mayor of London website. Learnings from the pilot have also been shared with the London-wide Night Time Borough Champions Network.

https://www.london.gov.uk/sites/default/files/200918_walthamstow_ntez_final_for_publication_1.pdf.

Technology waste

Question No: 2021/3515

Zack Polanski

How many technological devices and accessories, such as mobile phones, computers, tablets, laptops and charging cables, has the GLA discarded since 2018 via recycling services and general waste? Could you provide this broken down by number of units disposed of by year and method.

Technology waste

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Technology waste**The Mayor**

Last updated: 19 JANUARY , 2022

The GLA uses a specialist equipment disposal service (Restore) that take all our old IT equipment (equipment that has either reached the end of its usable lifecycle or has been replaced as part of a corporate upgrade), wipes the devices of all data (in line with data protection legislation) and either disposes of the equipment (in line with environmental guidelines), or seeks to reuse the equipment – through its relationship with schools and charities. Below are details of the equipment processed by Restore. No IT items are discarded through general waste. These figures include equipment from the GLA, MOPAC and OPDC.

	2018	2019	2020	2021	Totals
Desktop	102	66	267	405	840
Hard Drives	247	5	0	704	956
Laptop	36	15	11	132	194
Misc. e.g. adapters, cameras, projectors	82	70	1	132	285
Mobile phones - including Blackberry Devices	32	15	19	192	258
Monitor	346	66	227	401	1040
Network	20	8	24	311	363
Printers	12	8	1	31	52
Servers	29	3	0	40	72
Desk Phones	5	2	0	594	601
Total	911	258	550	2942	4661

GLA repairs (1)**Question No: 2021/3516***Zack Polanski*

What is the GLA policy on repairing items, such as office furniture, technological devices and catering equipment, and how many items have the GLA repaired each year since 2018?

GLA repairs (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Assets managed by the GLA are maintained as part of the manufacturers' recommendations and are repaired until assets are beyond economical repair.

The estimated total items repaired by the FM team for 2018 are 2400 items, 2019 are 2300 items, 2020 are 1000 items and 2021 are 550 items.

The estimated total items repaired by Technology Group for 2018 are 140 items, 2019 are 80 items, 2020 are 200 and 2021 are 150.

GLA repairs (2)**Question No:** [2021/3517](#)*Zack Polanski*

How does the GLA use its procurement to encourage companies to design and sell products that can be maintained easily via repairs?

GLA repairs (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The [GLA Group Responsible Procurement Policy](#) uses the GLA Group's £9.5bn annual procurement spend to lead by example, driving a fairer and more environmentally sustainable city. This includes working with our suppliers to encourage them to design and sell products that can be maintained easily via repairs.

For example, the furniture being purchased for The Crystal was selected for durability and repairability.

This work will continue to be promoted through my circular economy guidance for Functional Body procurers published in March 2020 and the 2021-24 GLA Group Responsible Procurement Implementation Plan, which will be published later in this year.

Heat pump support in energy performance certificates**Question No:** [2021/3518](#)*Zack Polanski*

Are you aware of concerns that heat pumps are not well supported by present Energy Performance Certificate (EPC) approaches, and have you taken any steps to influence change?

Heat pump support in energy performance certificates**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I understand that this is because the main Energy Performance Certificate (EPC) rating is based on energy cost savings rather carbon savings, and the EPC methodology assumes that the operating cost for an efficient gas boiler is less than for a heat pump, so a gas boiler will get recommended in an EPC ahead of a heat pump.

There are further issues associated with EPCs in that they use modelled rather than actual energy consumption data, and the regulations are poorly enforced. [My response](#) to the consultation on the Non-Domestic Private Rented Sector Minimum Energy Efficiency Standards outlined in detail some of these issues with EPCs and the need for reform. [My response](#) to the consultation on the Future Homes Standard also outlined the need to update the SAP emissions factors urgently, which are part of the issue for heat pumps in EPCs.

Links between aviation noise and health

Question No: 2021/3519

Zack Polanski

Have you made use of the new evidence from the September 2020 review of aviation noise and health by the Independent Commission on Civil Aviation Noise (ICCAN) in a response to the Government consultation on night flights restrictions?

Links between aviation noise and health

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Links between aviation noise and health

The Mayor

Last updated: 15 SEPTEMBER , 2021

Aviation noise remains a fundamental concern given the impacts it has on the health and well-being of Londoners. The Greater London Authority and Transport for London draws on a wide range of evidence to support consultation responses and other representations on this issue.

Officers are aware of the 'rapid evidence assessment' of other studies, commissioned by the Independent Commission on Civil Aviation Noise (ICCAN), which sought to cast doubt on the existing evidence for the health impacts of aviation noise. It did support the need for further research, and much more can be done to act on the findings of the scientific studies already undertaken. The 'Survey of Noise Attitudes 2014: Aircraft Noise and Sleep Disturbance' (SONA) is a case in point, and it is disappointing that although this significant study was undertaken in 2014, its publication was delayed by the Civil Aviation Authority until July 2021.

Review of London climate plans after flash floods

Question No: 2021/3520

Zack Polanski

After recent flash floods caused damage to property and forced Londoners out of their homes, are you now reviewing your climate adaptation work and your London Environment Strategy?

Review of London climate plans after flash floods

The Mayor

Last updated: 12 SEPTEMBER , 2021

Addressing surface water flood risk is central to my climate adaptation work and the London Environment Strategy. Climate resilience is also part of my Green New Deal programmes, the London Resilience Strategy and the London Risk Register. I keep this under review, including how I engage with key stakeholders.

As covered in MQ2021/3508, I do not have direct powers for flooding which is why, after the recent incidents, I have convened those with flood risk management responsibilities to explore actions to improve incident response and management of flash flooding; and to resolve the strategic leadership gap for London. My officers continue to deliver the aims of my London Environment Strategy. Its strength is its integrated approach to the environment, which remains the best way to address climate adaptation. The strategy supports retrofitting of sustainable

drainage systems, producing guidance and implementing strong London plan policies and my programmes have contributed over £19m since 2016 to help London adapt to climate change.

I have also, recently written to Defra Secretary George Eustice, highlighting the need for adequate funding for boroughs to manage surface water flood risk.

Intrusive noise from advertising on public transport

Question No: *2021/3521*

Zack Polanski

Constituents and staff in stations have raised concerns with me about the level of volume and approach used for advertising for the ITV show Love Island on the Underground network. What limits are there on the noise level, repetition of announcements and approach used for promotional activity within Transport for London (TfL) stations?

Intrusive noise from advertising on public transport

The Mayor

Last updated: 12 SEPTEMBER , 2021

Themed PA announcements in a station sometimes form part of Transport for London's (TfL's) commercial promotion with Love Island.

The approach is to link the commercial promotion to existing TfL customer messages rather than add in new messages. For example, the Love Island campaign supported important behaviour messages such as holding the handrail on escalators. TfL maintains the same repetition and sequencing is unchanged from its normal PA announcements.

The recordings are tested for volume and audibility, and are set at the same levels as existing customer information announcements on the TfL network.

Repairs to pools at Crystal Palace

Question No: *2021/3522*

Caroline Russell

Constituents have raised concerns with me about the 50 metre competition pool and the diving pool at the Crystal Palace National Sports Centre which have been closed since March 2020 pending a decision on repairs. These are vital spaces both for leisure use and for competitive sport, having been the base for half the current Great Britain Olympic diving team. Do you support the urgent need to repair these facilities, which are a key part of London's aquatic amenities?

Repairs to pools at Crystal Palace

The Mayor

Last updated: 12 SEPTEMBER , 2021

The sports centre at Crystal Palace is an iconic venue with a rich sporting history. I want to make sure that it has a long-term and sustainable future as a multi-sport venue, including swimming and diving. I know how important these facilities are to Londoners, which is why my team have been working to finalise the information needed to ensure that the centre remains safe and can reopen for diving and swimming as soon as possible.

Data modelling on coronavirus transmission rates on rail**Question No:** 2021/3523*Caroline Russell*

The Rail Safety and Standards Board (RSSB) has updated modelling data on coronavirus transmission rates on rail, which has not been made public. Has this data been shared with Transport for London (TfL) to inform your decisions on keeping passengers safe?

Data modelling on coronavirus transmission rates on rail**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Throughout the pandemic, Transport for London (TfL) has regularly liaised with the Rail Safety and Standards Board (RSSB) as an important source of information on rail safety-related information, and I understand it has supported, where asked, with information related to the TfL's response to the pandemic. As regards the RSSB's decision whether to publish the research modelling it has carried out into the risks of catching Covid-19 on rail transport, I suggest this request is best made to that organisation.

The RSSB model on transmission of the coronavirus is based on one type of rail carriage and a pattern of passenger loadings not directly transferable to the TfL transport network. To keep passengers safe, TfL studies the current scientific data and works across the industry to follow and share in best practice, including working with a number of universities commissioned by the UK Government.

In London, TfL has worked hard to ensure all of its Covid-related risk information is in the public domain, whether that is by publishing risk assessments on its website, the detailed research carried out by University College London's Institute of Health Ethics into the factors related to bus driver deaths from Covid-19, and with its regular updates on the independent sampling for Covid-19 on the transport network carried out for TfL by Imperial College London.

Data modelling on coronavirus risk from public transport**Question No:** 2021/3524*Caroline Russell*

Has Transport for London (TfL) produced any data modelling on coronavirus transmission rates on rail, tube and bus services, and could you provide this to me if so?

Data modelling on coronavirus risk from public transport**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Data modelling on coronavirus risk from public transport**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Transport for London (TfL) has not carried out its own Covid-19 transmission modelling but has supported independent modelling carried out by universities working on behalf of the UK Government. I understand the universities leading these studies (TRACK and VIRAL) are

planning to publish results in the coming months. Their modelling has informed a range of transport organisations, including TfL.

Ventilation on public transport in London

Question No: [2021/3525](#)

Caroline Russell

The Department for Education has provided schools with CO2 monitors to check there is adequate ventilation to reduce transmission of coronavirus. Has Transport for London (TfL) considered the use of CO2 monitors on public transport to identify areas of poor ventilation and to give information to passengers about the quality of ventilation?

Ventilation on public transport in London

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Ventilation on public transport in London

The Mayor

Last updated: 26 OCTOBER , 2021

Transport for London (TfL) has considered the use of CO2 monitors on its public transport network to identify areas of poor ventilation. They have been used for sample monitoring to help validate air circulation and movement on buses to enable TfL to ensure its interventions are effective. Given the transient occupancy of the TfL public transport network, regular frequency of door opening, shorter periods on vehicles by passengers and the technical constraints surrounding the use of CO2 monitors in other 'relatively static' high-density spaces such as large offices and schools, it was not deemed beneficial to regularly monitor CO2 levels. Moreover, TfL is already taking reasonable practicable measures to mitigate the risk of Covid-19 transmission.

TfL will however continue to maximise the use of its ventilation systems across all transport modes, conduct periodic Covid-19 monitoring (airborne and surface), reinforce the use of face coverings and good hand hygiene, and carry out enhanced cleaning as continued mitigation against the spread of Covid-19.

Regular customer communications are in place throughout the network in the form of advertising posters, social media and radio to reassure customers that with these ventilation systems in place as well as frequent opening of doors, the air is constantly being refreshed throughout their journey and that public transport is no less safe than any other similar space where large numbers of people come together.

Monitoring coronavirus risk

Question No: [2021/3526](#)

Caroline Russell

How are you continuing to work with all relevant authorities to monitor coronavirus risk in the capital now that restrictions have been lifted?

Monitoring coronavirus risk**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I meet regularly with Public Health England and the NHS to discuss the ongoing situation, Variants of Concern, the vaccination programme and how health systems are impacted. Data on new infections, hospitalisations and deaths from COVID-19 continue to be actively monitored.

My Deputy Mayor for Fire and Resilience, Fiona Twycross, co-chairs the Strategic Co-ordination Group whose leaders meet weekly to assess both current and future impacts of COVID-19. My officers have contributed to London's Outbreak Control Plan, which has identified specific risks associated with COVID-19 and the actions that are needed to mitigate and control these.

Supporting Pride in Practice**Question No: 2021/3527**

Caroline Russell

Pride in Practice is a programme that strengthens and develops GP practices' relationship with their lesbian, gay, bisexual and transgender (LGBT) patients within the local community. Will you promote this programme to encourage take up, in your regular meetings with the leadership of the NHS in London?

Supporting Pride in Practice**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I remain a strong advocate for the LGBTQ+ community to be able to access the most appropriate local healthcare services in order to meet their needs. Thank you for drawing my attention to the Pride in Practice Programme, which I understand has been piloted in areas across London since 2019 and is currently working with primary care services in Lambeth and Lewisham.

Whilst I do not have responsibility for the delivery of health and care services, I will be very happy to discuss the progress and future of this programme at a future meeting with the regional director of NHS London.

Good Growth funded public toilets**Question No: 2021/3528**

Caroline Russell

In March 2021 you said: "my Good Growth investment is creating or refurbishing more than 250 toilet units, including more than 180 which are fully accessible in key locations across London." Could you provide a list of the toilets that have been refurbished or created to date, including: a) location, b) number at each site, also specifying how many are fully accessible, c) what criteria you are using to define fully accessible, and d) the expected completion date of this good project.

Good Growth funded public toilets**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Giving Londoners and visitors the confidence to participate in outdoor social activity and spend time in public spaces is vital. The list attached provides an update on the number and location of toilets refurbished and created through my Good Growth Fund investments.

The list sets out the number of publicly available toilets (302) and the number of accessible toilets (180), which means that they are fully Disability Discrimination Act (DDA) compliant, as well as the expected completion dates.

I will continue to take a range of actions to promote the provision of free, publicly and fully accessible toilets in our city.

E-scooter seizures**Question No: 2021/3529**

Caroline Russell

How many of the e-scooters that have been seized by the Metropolitan Police Service (MPS) have been claimed back so far this year?

E-scooter seizures**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

E-scooter seizures**The Mayor**

Last updated: 17 MAY , 2022

In 2021, 49% of seized e-scooters (1,874) were restored to the owner.

In 2022 (up to 25 April), 38% of seized e-scooters (134) were restored to the owner.

The Metropolitan Police Service has provided information for the period 01/01/2021 to 25/04/2022 taken from the Easy Link Vehicle Information System (ELVIS). Please note that this is a live system and as such records are subject to review and change. The information reflects those e-scooters that were seized under S.165A Road Traffic Act 1988 (no insurance & not in accordance with a driving licence) to one of the MPS car pounds.

New Transport for London enforcement cameras**Question No: 2021/3530**

Caroline Russell

Transport for London (TfL) announced new enforcement cameras on 26 July 2021. What data will be collected by these cameras, how long it will be held for, which agencies will be able to access the data, and how will it be used to demonstrate the welcomed proposed outcomes of cutting road danger, reducing congestion, and improving bus journey reliability?

New Transport for London enforcement cameras**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) awarded a contract for new cameras to enforce civil traffic rules at junctions. These cameras can be moved to where they are most needed and will capture footage of vehicles committing moving traffic contraventions, such as banned turns or driving in a bus lane. Other data captured includes the vehicle registration as well as the date and time of the offence. Vehicle registration data is not collected if no contravention has occurred.

Data can be retained for up to two years, depending on the type of data held and whether the penalty charge is paid or not. Only TfL and its camera/systems supplier will be able to access the data for the purposes the systems allow. Data can also be requested by the police where appropriate. Additionally, the Driver and Vehicle Licensing Agency regularly audits TfL to ensure compliance with GDPR requirements relating to the processing of data from these cameras.

Deployment sites are chosen based on TfL's modelling of Vision Zero priority locations, as well as locations where bus journey reliability is poor. Additionally, reports from the public and other stakeholders are fed into the prioritisation and camera deployment model.

An initial trial demonstrated a significant increase in compliance with road rules in locations previously unenforced. Deployable Enforcement Cameras will also act as a deterrent for motorists and improve driver behaviour, which will then lead to less dangerous driving, less congestion and improved bus reliability.

New Transport for London enforcement cameras**The Mayor**

Last updated: 16 SEPTEMBER , 2021

Hate crime register**Question No: 2021/3531***Caroline Russell*

Does the Metropolitan Police Service (MPS) have a register for hate crime offenders, or are there plans to develop one?

Hate crime register**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The MPS does not currently have a register for hate crime offenders. However, every hate crime or hate incident is recorded on a crime report. An intelligence report is completed for all suspects arrested or charged with a hate offence or found possessing hate material, and details of any conviction or caution will be recorded on the Police National Computer.

There are currently no plans in development to create a register for hate crime offenders.

DSEI arms fair 2021**Question No:** 2021/3532*Caroline Russell*

The DSEI arms fair returns to the ExCel London this month. Past events have seen weapons sold to regimes that commit human rights abuses. Do you agree that it is wrong for London to host an international arms fair?

DSEI arms fair 2021**The Mayor**

Last updated: 12 SEPTEMBER , 2021

It is a matter of public record that I am strongly opposed to this event taking place in London. London is a global city, which is home to many people who have fled conflict and suffered as a consequence of the appropriation of weapons like those exhibited at DSEI. For it to be used as a marketplace for those who wish to trade in weapons to some countries that contribute to human rights abuses goes completely against our values.

Given the significant opposition that exists and the local disruption this event causes I have written to both ExCel and the event organiser strongly urging them not to hold this event at ExCel in the future.

Transport for London Hands Up campaign (1)**Question No:** 2021/3533*Caroline Russell*

How will you be measuring the effectiveness of the Transport for London (TfL) Hands Up campaign in reducing hate crime on public transport in London, and how long will the campaign run?

Transport for London Hands Up campaign (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Transport for London Hands Up campaign (1)**The Mayor**

Last updated: 14 OCTOBER , 2021

The campaign, which will run throughout the year, encourages victims and bystanders to report incidents to the British Transport Police and Metropolitan Police Service. These organisations regularly monitor the number of incidents reported across the network and this will help them to understand effectiveness of the campaign in reducing hate crime.

Transport for London (TfL) is monitoring a range of effectiveness metrics including advertising recognition and customer attitudes. In response to this campaign. TfL also monitor media performance metrics including engagement with advertising and click through to the TfL website to find out more about how to report a hate crime. All media planning and buying is also independently audited for value and effectiveness.

TfL consulted with organisations that represent communities affected by hate crime in the development and design of the campaign, and TfL will continue to work with its stakeholders to measure its success.

Transport for London Hands Up campaign (2)

Question No: [2021/3534](#)

Caroline Russell

How are you engaging councils to support the Transport for London (TfL) Hands Up campaign? For example, are you encouraging them to add pages to their websites to support Londoners who might have experienced hate crime on public transport and encourage them to report it?

Transport for London Hands Up campaign (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Transport for London Hands Up campaign (2)

The Mayor

Last updated: 14 OCTOBER , 2021

Most London boroughs are already engaged and supportive of the need to reduce hate crime and provide encouragement at a local level to report hate crimes. For example, London Borough of Lambeth has included guidance on its website encouraging those who experience or witness a hate crime to report it to the police. Therefore, Transport for London (TfL) has not yet directly engaged borough teams specifically on the Hands Up campaign. However, in the lead up to 'Hate Crime Awareness Week' (9-16 October), TfL will be working with boroughs and councillors to share the campaign on their social media channels, websites and newsletters.

London Councils has also helped TfL by sharing information with 489 secondary schools, raising awareness of hate crime, increasing understanding of those who can be affected by it whilst travelling on public transport and encouraging reporting amongst this important age group.

London homicide reviews

Question No: [2021/3535](#)

Caroline Russell

It was recently announced that, from autumn 2021, the Violence Reduction Unit (VRU) will be reviewing each homicide that takes place in London to learn lessons and prevent future murders. What process will these reviews follow?

London homicide reviews

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Violence Reduction Unit (VRU) commissioned research into statutory reviews of homicides which was published in January 2020. The report identified limited use of Serious Case Reviews for homicides where the victim was under 18 and for those aged 18 or above, the picture was even starker, with no review undertaken unless it met the criteria for a Domestic Homicide Review, Independent Investigation Report or Safeguarding Adult Review.

Because of the missed opportunities to learn lessons, the Mayor wrote to the Home Secretary. The Government listened and is legislating for statutory reviews for homicides with a victim aged 18 or over. A provision of the legislation is to initially co-design and pilot the reviews with three areas across England and Wales including London.

The Mayor has confirmed that the London VRU will support the pilot, work with local partners, and help design the reviews so that the final model works for London.

Metropolitan Police Service day of action on violence against women and girls

Question No: 2021/3536

Caroline Russell

I have heard reports that during the recent Metropolitan Police Service (MPS) day of action challenging violence against women and girls, women were being stopped in the street by MPS officers and were asked to encourage any friends at risk of violence to call the police.

Was this an appropriate tactic?

Metropolitan Police Service day of action on violence against women and girls

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Metropolitan Police Service day of action on violence against women and girls

The Mayor

Last updated: 19 SEPTEMBER , 2021

The recent day of action was focussed on making open spaces safer, supporting preventative action through raising awareness about incidents of violence against women and girls and sharing information with communities and partners.

This included speaking directly to the local community about the issues that concern them and having conversations about how they can contact the police if they felt at risk or at potential risk of violence and abuse, which we would always encourage.

Community engagement is vital for building relationships between MPS officers and community members, and we should never underestimate the power of a conversation.

GPS tags for knife crime and domestic abuse offenders

Question No: 2021/3537

Caroline Russell

You recently announced, on 18 August 2021, a boost in funding for GPS tracking tags for knife crime and domestic abuse offenders. How will you measure the success of this scheme?

GPS tags for knife crime and domestic abuse offenders

The Mayor

Last updated: 12 SEPTEMBER , 2021

Like the two other GPS tagging pilots that we have implemented in London, the domestic abuse GPS pilot will be subject to a full process and performance evaluation due next year. This

will analyse performance data and information collected about both how tags are used and the characteristics and compliance outcomes for tag wearers. This will also involve interviews with probation and police officers and tag wearers, as well as staff involved in domestic abuse victim protection work, to gather feedback on how this has been used. We will also look at the full impact on reoffending for those on GPS tags.

MPS use of live facial recognition at Extinction Rebellion protests

Question No: *2021/3538*

Caroline Russell

Did the Metropolitan Police Service (MPS) deploy live facial recognition (LFR) during the recent Extinction Rebellion protests?

MPS use of live facial recognition at Extinction Rebellion protests

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

MPS use of live facial recognition at Extinction Rebellion protests

The Mayor

Last updated: 14 OCTOBER , 2021

The Metropolitan Police Service (MPS) publishes the results of its live facial recognition (LFR) deployments. This information is accessible here:

<https://www.met.police.uk/SysSiteAssets/media/downloads/central/advice/met/facial-recognition/latest-past-deployment-data.pdf>

MPS use of live facial recognition at Extinction Rebellion protests

The Mayor

Last updated: 5 NOVEMBER , 2021

The response below has been republished with an updated link:

The Metropolitan Police Service (MPS) publishes the results of its live facial recognition (LFR) deployments. This information is accessible

here: <https://www.met.police.uk/SysSiteAssets/media/downloads/central/services/accessing-information/facial-recognition/latest-past-deployment-data.pdf>

MPS use of live facial recognition at Extinction Rebellion protests

The Mayor

Last updated: 8 NOVEMBER , 2021

The response below has been republished with an updated link:

The Metropolitan Police Service (MPS) publishes the results of its live facial recognition (LFR) deployments. This information is accessible

here: <https://www.met.police.uk/SysSiteAssets/media/downloads/central/services/accessing-information/facial-recognition/latest-past-deployment-data.pdf>

Refugees and homelessness (8)**Question No:** 2021/3539*Siân Berry*

Thank you for your answer to my question 2021/2774. You told me: "Through the London Asylum Group, GLA officials have worked with Reed in Partnership to promote and embed the London Housing Protocol." Could you provide me with links to meetings and minutes of the London Asylum Group and a copy of the London Housing Protocol?

Refugees and homelessness (8)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The minutes of the London Asylum Group and the London Housing Protocol are not made public, because of the sensitivity of the discussion and data included. However, my team will be happy to engage separately with Assembly Members to discuss in further detail - please contact socialintegrationmanagers@london.gov.uk if you would like to do that.

Refugees and homelessness (9)**Question No:** 2021/3540*Siân Berry*

Thank you for your answer to my question 2021/2779. You told me: "Earlier this year the GLA commissioned research which included proposals for the inclusion of people seeking asylum in decision making in London. My new Asylum Welcome programme will help local authorities to ensure service design is being shaped by lived experience." Could you share this research as well as details, including a timetable, of your new Asylum Welcome programme?

Refugees and homelessness (9)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

This research has not been made public, due to a number of sensitivities contained within it. However, my team will be happy to engage separately with Assembly Members to discuss in further detail. Please contact socialintegrationmanagers@london.gov.uk if you would like to do that.

Right to Buy-back fund**Question No:** 2021/3541*Siân Berry*

How many bids have you received for the Right to Buy-back fund since bidding opened on 8 August 2021, from which local authorities or their dedicated delivery bodies and for how many properties?

Right to Buy-back fund**The Mayor**

Last updated: 12 SEPTEMBER , 2021

My officers are in early discussions with a number of councils across London who have expressed an interest in my new Right to Buy-back fund. However, I have not yet confirmed any allocations relating this new fund.

I do not publish bidding information for any of my capital funding programmes. However, I will publish information about allocations made through my Right to Buy-back programme once these have been confirmed.

Grant funding for Stag Brewery, Mortlake

Question No: [2021/3542](#)

Siân Berry

In your reasoning for rejecting the proposed scheme for the Stag Brewery, Mortlake, you told the public hearing: "Despite the hard work of the GLA team, the public benefits offered would not clearly outweigh the harm. I'm particularly concerned that the affordable housing offer, which remains below the expectations that I have in my plan, does not unbalance the adverse impacts of the development." Could you tell me what discussions the GLA team had with developers Reselton Properties, and any of their partners, around grant funding in order to improve the number of affordable housing units, and what the outcome of these discussions were?

Grant funding for Stag Brewery, Mortlake

The Mayor

Last updated: 13 SEPTEMBER , 2021

Most developer-led schemes receiving GLA grant provide 40 per cent affordable housing or more. With the level of affordable housing proposed for this scheme only at 30 per cent, and the developer being unwilling to provide more affordable housing in the context of their position on viability, the use of GLA grant was not pursued. However, the proposed S106 agreement required the availability of council grant funding to be explored both following completion of the agreement (and in any event at least 6 months prior to implementation of the development) and on completion of the mid-stage review to enable the delivery of additional affordable housing where feasible. This is in line with the London Plan requirement to use grant to maximise the delivery of affordable housing where available.

Accessibility of grant funding information (1)

Question No: [2021/3543](#)

Siân Berry

A constituent has raised concerns over the accessibility of information about the distribution of your affordable housing grants. Could you tell me: a) how can a London resident find out if any grant in relation to their home was applied for or granted, and b) what policies are in place to prevent housing providers from not obtaining available funding, in order to charge unaffordable and higher rents for new homes?

Accessibility of grant funding information (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The GLA does not publish a breakdown of individual schemes which have been funded with GLA grant as part of our standard programme reporting.

The decision about how to finance affordable housing delivery ultimately sits with the developer. However, the London Plan sets out requirements on tenure to ensure that the delivery of genuinely affordable homes is prioritised. The London Plan (Policy 4.4.1) also states

that 'all schemes are expected to maximise the delivery of affordable housing and make the most efficient use of available resources'.

If a resident is concerned that they are being charged unfair rents by their social housing landlord, they can also contact the Housing Ombudsman for advice.

Accessibility of grant funding information (2)

Question No: *2021/3544*

Siân Berry

Many constituents have raised their difficulties in finding information on GLA grant funding for housing. Some information is available on the GLA website on a page called Affordable Housing Statistics in a document called Delegated Approvals Log (<https://www.london.gov.uk/what-we-do/housing-and-land/increasing-housing-supply/affordable-housing-statistics>). Will you: a) agree with me that this title is neither self-explanatory to everyday Londoners nor an easily searchable term and have it changed, and b) include the name of any specific developments covered by each grant award in the document, not just the name of the provider?

Accessibility of grant funding information (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Accessibility of grant funding information (2)

The Mayor

Last updated: 14 DECEMBER , 2021

I am committed to ensuring Londoners have access to information about my Affordable Homes Programmes, and the grant funding that is enabling record numbers of new affordable homes to be built.

My housing team will consider how additional text on this specific webpage can improve Londoner's access to information. Any additions must avoid disrupting established search engine indexing for these regular quarterly publications, which detail approved funding allocations (the Delegated Approvals Log) and progress in starting and completing homes (Affordable Housing Starts and Completions).

Accessibility of grant funding information (3)

Question No: *2021/3545*

Siân Berry

Residents of Kilburn Square, for which Brent Council has initiated plans for redevelopment, would like to know how much grant funding has been allocated towards the scheme. Out of the 17 programmes that Brent has received funding for, according to the Delegated Approvals Log, could you tell me which of these cover Kilburn Square?

Accessibility of grant funding information (3)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Accessibility of grant funding information (3)**The Mayor**

Last updated: 14 DECEMBER , 2021

There are two projects at Kilburn Square. Neither have received GLA funding and therefore do not appear on the delegated approval log.

Fitting solar panels in conservation areas (2)**Question No: 2021/3546***Siân Berry*

In answer to the question 2019/8863 you said: "As part of the implementation of the Solar Action Plan, my officers will be engaging with boroughs to map the variance of planning approaches and help achieve consistency where possible across London." Could you update me on this engagement, share the mapping of borough variance and progress on achieving consistency across London?

Fitting solar panels in conservation areas (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

[See response my response to Mayor's Question 2021/3454.](#)

Fitting solar panels in conservation areas (3)**Question No: 2021/3547***Siân Berry*

Which boroughs have instigated Article 4 Directions so that residents need planning permission to put solar PV on their homes in conservation areas? Could you provide the information in table form listing the boroughs, the conservation areas within them subject to Article 4 Directions, and how much land this covers in square kilometres.

Fitting solar panels in conservation areas (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Around 14 per cent of homes in London are in conservation areas. We do not hold data on the number of Article 4 Directions across London within conservation areas or the areas these cover. Each borough will have information on individual conservation areas and any relevant Article 4 Directions that apply to them.

Boroughs may use an Article 4 Direction to remove PD rights to protect a conservation area from development that is likely to cause harm to the character or conservation value of that area. Removing PD rights does not necessarily mean that solar panels cannot be installed in conservation areas, but that they may require planning permission.

Solar power on the GLA group buildings and land (2)**Question No: 2021/3548***Siân Berry*

Could you provide me with an update on the current situation for solar power installations on GLA group buildings and land, with an update on the same data provided in your answer to question 2020/0050?

Solar power on the GLA group buildings and land (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Solar power on the GLA group buildings and land (2)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The current City Hall has a total installed capacity of 67kWp from an active cell area of 417m² solar panels on its roof, which supplied the GLA with 35,459 kWh of renewable energy during the period of 2020-2021 accounting for 1.3% of total energy consumption. 100% of the remaining energy consumed is green energy.

The new City Hall is a flagship sustainable building with BREEAM Outstanding certification. It has arrays of solar PV and solar thermal supplying renewable electricity and hot water. These are being upgraded via the refurbishment works preparing for City Hall to move into the building, to ensure continued excellent sustainability performance.

TfL has over 600kWp of installed solar capacity across its rooftops. The most recently delivered was on the new Train Modification Unit in Acton. TfL only has one land site that has the potential to host solar panels and this is being progressed as part of the Private Wire project, where TfL aims to contract with renewable energy developers to build new solar installations and sell TfL the electricity generated.

Solar opportunity mapping of London**Question No: 2021/3549***Siân Berry*

Your London Solar Opportunity Map was launched in 2020 (<https://www.london.gov.uk/what-we-do/environment/energy/energy-buildings/london-solar-opportunity-map>). Could you demonstrate how it has had a positive impact on the installation of solar PV in London?

Solar opportunity mapping of London**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Solar Opportunity Map is an interactive tool that was developed to support stakeholders looking to develop PV projects to better understand the potential for PV generation on buildings across London. This helps them to identify areas where there is opportunity to develop PV projects, provides an initial understanding of the scale of that opportunity and informs subsequent feasibility study.

The map was launched in September 2020 and has been well used by stakeholders exploring the opportunity for PV installations. Monitoring traffic to the site has shown that it has had 4,227 page views of which 3,991 were unique page views since its launch. There is no direct correlation that we can use to estimate the amount of solar installation undertaken as a consequence of using the map. Data is currently not available on the map for any solar installations since September 2020 but my officers are looking to see if it could be periodically updated to capture information on solar installations.

Solar uptake in London boroughs

Question No: 2021/3550

Siân Berry

Statistics from the Department of Business, Energy and Industrial Strategy (Renewable Energy by Local Authority, 2014-19 <https://www.gov.uk/government/statistics/regional-renewable-statistics>) show that the number of solar PV installations across London's boroughs varies widely. What are you doing in addition to the Solar Together scheme to work with those boroughs with very low levels of installations and increase them?

Solar uptake in London boroughs

The Mayor

Last updated: 12 SEPTEMBER , 2021

There are a range of reasons for varying levels of installations across boroughs, including types and tenures of properties. I continue to increase installations in boroughs with lower uptake through a range of actions:

- My Retrofit Accelerators (Homes, Workplaces and Local Energy) support solar across residential and non-residential buildings.
- Working with GLA functional bodies to identify opportunities for solar installations on their non-residential estates.
- Supporting community energy projects, including solar PV installations, through my London Community Energy Fund – which to date has funded at least 1MWp of solar capacity on community buildings.
- My Solar Skills London programme which is developing the solar supply chain in London, to grow the market and support increased installations.
- The London Plan is successfully securing additional PV capacity on new build developments.
- My interactive Solar Opportunity Map which was launched in September 2020 to help stakeholders, including London boroughs, better understand solar PV potential and opportunities.

'Roofs designed to cool' programme

Question No: 2021/3551

Siân Berry

The timescale of ADD2488 says a finalised report for your Roofs designed to cool programme will be produced in February 2021, and that the project will be closed in March 2021. Could you provide me with the report and any associated findings?

'Roofs designed to cool' programme

The Mayor

Last updated: 12 SEPTEMBER , 2021

In the autumn of 2020, ADD2488 was approved to procure the services of a supplier to carry out work to establish an evidence base and implementation mechanism for cooling London's existing homes and buildings, and reducing intensification of the urban heat island (UHI) effect. The work would have also explored opportunities to support jobs.

Following a poor response to the initial invitation to tender, in discussions with the market, it became clear the brief was for two separate pieces of work requiring different skill sets. As a

result, the value of the works was increased from £20,000 to £40,000 to reflect the wide scope and attract a wider pool of suppliers. An ADD2354 was prepared to reflect the additional value. This was submitted to the Greater London Authority's Corporate Investment Board (CIB) on 6th September 2021 and approved. It is anticipated that the work will be completed by March 2022.

Cycle lanes by level of protection

Question No: [2021/3552](#)

Siân Berry

How many kilometres of cycle lanes does Transport for London (TfL) have on the roads within its control, and could you classify them by level of protection – on-road protected, off carriageway (on pavement), off carriageway (shared use pavement), and on road unprotected lanes?

Cycle lanes by level of protection

The Mayor

Last updated: 12 SEPTEMBER , 2021

Transport for London's (TfL's) existing database of cycling infrastructure does not currently hold detailed information of the type you have requested. However, I have asked TfL to respond to you directly and to advise what information it can collate.

Junctions with cycle facilities

Question No: [2021/3553](#)

Siân Berry

How many junctions does Transport for London (TfL) have on the roads within its control where major roads meet? Could you provide a table showing how many of these have traffic signals, and how many of them now have safe cycling facilities?

Junctions with cycle facilities

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Junctions with cycle facilities

The Mayor

Last updated: 19 SEPTEMBER , 2021

Transport for London (TfL) is responsible for all traffic signals across London but only is Highway Authority for 580km of road. Across London, there are 2,748 signalised junctions controlling the meeting of major roads. There are 6,400 traffic signals pan-London. 2,784 are at junctions, of which 1,627 are on the Transport for London Road Network (TLRN).

At some junctions there is additional infrastructure provided to enhance the cycling experience such as segregated lanes, bus lanes, specific cycle signals and low-level signals, advanced stop lines and Trixie mirrors. Often locations will have a combination of these facilities so it's difficult to give an exact answer on how many of these junctions have features which support cyclists.

TfL is committed to my Vision Zero ambition of eradicating deaths and serious injuries from London's roads by 2041. The Safer Junctions programme has prioritised safety improvements at some of London's most dangerous junctions, where vulnerable road users are disproportionately involved in fatal or serious injury collisions. To date, TfL has completed improvements at 43 of the 73 junctions on the programme, including Highbury Corner, Edgware Road / Harrow Road and Camden Road / Camden Street. Work continues on the programme and TfL plans to commence works at York Road Roundabout, Holloway Road / Drayton Park and Battersea Bridge / Chelsea Embankment by March 2022.

Changes in bus frequency before ULEZ expansion

Question No: 2021/3554

Siân Berry

Could you list all changes to bus frequency, alterations to bus stops served and changes to bus schedules which Transport for London (TfL) will deliver between your election in May 2021 and 25 October 2021, when the expanded Ultra Low Emission Zone (ULEZ) launches?

Changes in bus frequency before ULEZ expansion

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Changes in bus frequency before ULEZ expansion

The Mayor

Last updated: 14 DECEMBER , 2021

Transport for London (TfL) keeps the bus network under continuous review to ensure that services reflect changing demand and deliver value for money. In central and inner London, increased rail capacity and improved active travel options have continued to change the way people travel. Demand on many bus routes was declining prior to the coronavirus pandemic, and while the long-term impacts remain unclear, ridership is not expected to fully return to pre-pandemic levels in the near future. Making some frequency reductions at certain times to reflect projected usage will help rebuild TfL's financial sustainability by reducing operating costs, ensuring it can continue to invest in the services that customers rely on.

A summary of changes is listed below. More detail for each service change has been provided in the attachment.

Changes implemented between 6 May 2021 and 25 October 2021 include:

- Decrease in frequency on 35 day routes and 7 night routes to reflect lower pre-pandemic demand;
- Increase in frequency on route 65 and N29;
- Re-routing of 41 routes including 35 routes due to the removal of Aldwych gyratory;
- Extension of route 324 to Centennial Business Park in Elstree providing new links to the Royal National Orthopaedic Hospital in Stanmore and a new direct link to Stanmore Jubilee line station;
- Withdrawal of Route 113 between Marble Arch and Oxford Circus;
- Withdrawal of Route 159 between Oxford Circus and Marble Arch;

- Withdrawal of school route 648; and
- A large number of business as usual changes, including:
 - 196 schedule changes (not including frequency changes) such as revised running times; and
 - 158 changes to bus stops/stopping patterns.
- Schedule changes on 6 routes
- Changes to bus stops/stopping pattern to add Brunel Street in Newham on routes 147, 241, 474 and N551.

Backlogs in structure examinations in Network Rail regions

Question No: 2021/3555

Siân Berry

The 2020 Office of Road and Rail (ORR) annual health and safety report said that there are structure examinations backlogs in most Network Rail regions. Have these backlogs in examinations presented any risk to services with London, including those operated by Transport for London (TfL)?

Backlogs in structure examinations in Network Rail regions

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Backlogs in structure examinations in Network Rail regions

The Mayor

Last updated: 16 SEPTEMBER , 2021

Transport for London (TfL) networks interface with Network Rail assets in three circumstances:

1. Where TfL operates train services on Network Rail infrastructure,
2. Where Network Rail infrastructure crosses over or under TfL networks, and
3. Where TfL (usually London Underground) has shared ownership of bridges on routes that run parallel to each other.

In Category 1, Network Rail would notify the TfL operator of any restriction on the route as a result of safety concerns regarding the assets. No such notification has been received as a result of the inspection backlog. TfL would be in the same position as any other train operator and would not carry out any inspections of these assets unless they also fell within category 2 or 3 below.

In Category 2, the TfL network concerned would also carry out its own inspections as part of its normal inspection programme. These have not identified any shortcomings in Network Rail's inspection regime.

In Category 3, the TfL network concerned would carry out inspections of its own portion of the asset. These have also not identified any shortcomings in Network Rail's inspection regime.

Backlogs in structure examinations within Transport for London

Question No: 2021/3556

Siân Berry

The 2020 Office of Road and Rail (ORR) annual health and safety report said that there are structure examinations backlogs in most Network Rail regions. Could you provide details of any current backlogs for transport infrastructure owned or overseen by Transport for London (TfL)?

Backlogs in structure examinations within Transport for London

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Backlogs in structure examinations within Transport for London

The Mayor

Last updated: 26 OCTOBER , 2021

Transport for London (TfL) carries out inspections of its structural assets in accordance with required Health and Safety standards and inspection frequencies.

These inspections are up to date for London Underground, Docklands Light Railway, London Trams and Surface Transport road structures.

TfL is also responsible for the section of the London Overground (LO) East London Line between Dalston Junction and New Cross, and for the stations that are part of the devolved West Anglia routes that serve London Liverpool Street station. Network Rail is responsible for the remainder of the LO.

TfL has recently visually examined the sections under its control and no major defects were identified. There is a slight backlog in the full examinations for a number of these structural assets, all of which are classified as fair and above, according to the TfL State of Good Repair classification. This means that they pose no imminent risk to the operation of the railway. This slight backlog was, in part, due to the pandemic but is mainly due to delays with the procurement process following a change in supplier. TfL has commissioned a new supplier to recover the backlog by June 2022 and the programme has been reprioritised on a risk-based approach.

Report on Intelligent Speed Adaptation

Question No: 2021/3557

Siân Berry

In your answer to question 2020/0057 you said Transport for London (TfL) had a draft report on the impact of Intelligent Speed Adaptation (ISA). Has this report now been completed and published?

Report on Intelligent Speed Adaptation

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Report on Intelligent Speed Adaptation**The Mayor**

Last updated: 14 OCTOBER , 2021

Unfortunately, work on this report has been delayed due to the Covid-19 pandemic. Transport for London (TfL) intends to resume the work and look at a larger sample size as Intelligent Speed Assistance is much more prevalent in the fleet now. I have asked TfL to keep you updated.

Taxicard bookings cancelled by operators**Question No: 2021/3558***Siân Berry*

A constituent has shared data with me that appears to show a high number of Taxicard bookings are cancelled by operators after they are made. Can you reassure me that Transport for London (TfL) ensures these cancelled journeys are not counted either as part of a disabled person's limited number of rides, or as part of the journeys fulfilled by the scheme operator?

Taxicard bookings cancelled by operators**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Although Transport for London (TfL) is the majority funder of the Taxicard scheme, the scheme itself is managed by London Councils on behalf of the London boroughs. As London Councils manages the service, rather than TfL, it monitors day-to-day performance and manages customer trip budgets.

As with any transport service, there will sometimes be occasions when a Taxicard booking cannot be covered by the service provider (Com Cab London) due to a driver being unavailable to cover the journey. When this happens, London Councils has confirmed that the booking is not counted against a customer's trip budget or by the service provider. Any customer who wishes to query an instance of this nature is encouraged to contact the Taxicard contact centre, where the matter can be looked into on their behalf.

TfL and London Councils are working together to keep such experiences to a minimum. To this end, as I have previously reported, TfL has facilitated meetings between London Councils, the Taxicard operator and TfL's Taxi and Private Hire Directorate to help identify ways to improve the supply of taxis in all areas of London.

Improving walking and cycling connectivity in Richmond**Question No: 2021/3559***Siân Berry*

A constituent has raised concerns about the lack of safe walking and cycling crossings of the Thames in Richmond where new housing developments will create new demand for transport. Current road crossings have gaps of around 4 km between them – are you supportive of new walking and cycling crossings in this area, and what work are you doing to improve connections over the Thames in this area?

Improving walking and cycling connectivity in Richmond**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Improving walking and cycling connectivity in Richmond**The Mayor**

Last updated: 14 OCTOBER , 2021

As noted in my response to [Mayor's Question 2018/2607](#), Transport for London is not currently involved in proposals for a bridge in this area, but is aware of the aspiration and would be happy to provide advice to the borough or its other promoters should they wish to discuss their proposals.

Thames Barrier Bridge**Question No: 2021/3560***Siân Berry*

The proposed Thames Barrier Bridge could provide a fully accessible walking and cycling connection over the Thames, and provide a much-needed crossing downstream of Tower Bridge which is not dependent on lifts to operate. Do you recognise the need for new crossings, and support this proposal?

Thames Barrier Bridge**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As noted in my response to Mayor's Question [2021/0434](#), Transport for London is not currently involved in proposals for such a bridge, but would be happy to provide advice to its promoters should they wish to discuss their proposals.

Permeable surfaces at London Fire Brigade properties**Question No: 2021/3561***Zack Polanski*

Does the London Fire Brigade (LFB) make use of porous surfaces for large areas of hard standing at fire stations and other properties they own?

Permeable surfaces at London Fire Brigade properties**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The majority of London Fire Brigade stations include a rear drill yard for firefighting training and fire appliance access. The weight of the fire appliances and the use of water in training activities means that drill yards are surfaced with non-porous concrete in most cases. Due to weight restrictions, drainage in drill yards is normally achieved through a substantial underground drainage system designed to cope with high volumes of water.

Knife crime interventions**Question No:** [2021/3562](#)*Caroline Russell*

Redbridge MPS posted on Twitter on 19 July 2021 about a knife crime intervention at a school, with a photograph showing a display box of dangerous knives. Do you believe that displaying knives to children and posting frightening images on social media deters young people from knife carrying?

Knife crime interventions**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Violence Reduction Unit (VRU) is committed to challenging the existing narrative around violence and recognises as part of this focus there are debates as to whether images of weapons should be used.

Through the VRU national network, best practice and research is shared, so collectively the evidence base to reduce violence is expanding and strengthening. The VRU emphasises that ensuring research in this space listens to the views of young people is critical to understanding what has an impact on their perceptions and behaviours.

New research from Sheffield Hallam University and South Yorkshire's VRU, plus a study from University College London are due to be completed later this year. The research projects examine the impact of using knife crime imagery in interventions, campaigns and media releases on the perceptions and attitudes of young people. The VRU looks to this research with interest.

Numbers of Roads and Transport Policing Command (RTPC) officers**Question No:** [2021/3563](#)*Caroline Russell*

The recent statistics on Police workforce England and Wales, released by the Home Office show a fall in Metropolitan Police Service (MPS) road policing officers from 1,474 in March 2020 to 822 in March 2021. I welcome the more accurate reporting of the number of road policing officers. What do you and the Commissioner consider to be the target for the number of roads policing officers the MPS should have?

Numbers of Roads and Transport Policing Command (RTPC) officers**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Numbers of Roads and Transport Policing Command (RTPC) officers**The Mayor**

Last updated: 10 MARCH , 2023

The Home Office figures are based on their own Counting Rules, which are limited to structural areas such as Roads Policing and Vehicle Recovery. However, in London, roads policing activity also undertaken by teams outside of these structures. For example, in London this would

include Safer Transport Teams. As such, the figures presented by the Home Office do not represent the totality of roads policing in London.

There are currently around 1,600 police officers involved in roads policing in the MPS Roads Transport Policing Command.

The partnership and funding arrangements between Transport for London (TfL) and the MPS have not only protected levels of roads policing, but have strengthened them over the years. The range and scale of roads policing activity undertaken by the RTPC is unparalleled in the UK. Numbers of officers are kept under regular review, but it is our shared view that the RTPC is appropriately resourced to deliver an effective and efficient roads policing service for London. This was recognised by His Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) as part of its inspection into roads policing in 2019.

London Legacy Development Corporation fixed estate charge at Chobham Manor (2)

Question No: [2021/3564](#)

Siân Berry

Thank you for your answer [to my question 2021/1481](#). You told me: "I understand the concerns raised by residents, particularly about the RPI increases in the charge, and these will be looked into." Could you update me on these investigations into the RPI increases in the fixed estate charge?

London Legacy Development Corporation fixed estate charge at Chobham Manor (2) **The Mayor**

Last updated: 13 SEPTEMBER , 2021

I have asked the LLDC to undertake a review of the Fixed Estate Charge, which as I explained before, provides an important revenue stream for the long-term management of the Park to the standards expected by local residents and businesses.

Part of this review will include considering whether the Retail Prices Index (RPI) remains an appropriate basis for the indexation of the charge. I anticipate that the review will commence this Autumn and views will be sought from local residents and businesses.

Housing for women leaving the criminal justice system

Question No: [2021/3565](#)

Siân Berry

What is your role in ensuring that women have access to appropriate housing when they leave prison, and is this something you will be considering for additional action through your new Police and Crime Plan?

Housing for women leaving the criminal justice system **The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Housing for women leaving the criminal justice system

The Mayor

Last updated: 19 SEPTEMBER , 2021

Safe accommodation for women leaving prison is crucial to achieving successful rehabilitation and cutting reoffending and overall crime levels, something which will be a central aim of my new Police and Crime Plan. It is essential MOJ, HM Prison & Probation Services and Councils deliver in partnership and make greater progress to ensure every woman has suitable accommodation upon release.

The needs of these women are often multiple and complex. Despite no statutory remit, I invested £4.5m into women's wrap-around service support between 2018-2021. As part of the recent Probation reforms, I co-commissioned with the MoJ, a Pan London Service, investing £2.5m for 2021-22 for the wrap-around service's continuation including community-based housing support for all London women leaving prison.

I also established London's Blueprint for Women in Contact with the CJS, which with partners, including the Safe Homes for Women Initiative, is developing a Women's Prison Release Protocol and is driving more effective arrangements for London.

Training of retrofit installers

Question No: 2021/3566

Siân Berry

What training is your Mayor's Construction Academy (MCA) providing to deal with the skills shortages among retrofit installers, how many people has it already upskilled, and what are its plans for future training?

Training of retrofit installers

The Mayor

Last updated: 12 SEPTEMBER , 2021

Mayor's Construction Academy (MCA) hubs have been exploring and putting in place various retrofitting training opportunities with their providers and employers, focusing on areas such as external and internal wall insulation, Solar PV, Solar Hot Water and Heat Pumps and Smart energy controls. The number of people upskilled in retrofitting installation specifically has not been recorded, but since activity began in March 2019 to the end of June 2021 an additional 18,900 Londoners completed construction qualifications across the hub areas in comparison to the 2017/18 baseline.

In terms of future delivery, the Mayor's Academies Programme hub opportunity launched last month, and priority sectors include the green economy and the sub-sector of green construction. Organisations can apply for up to £250k over two years to fund coordination resource which will bring together employers, training providers and other actors in the sector to work collaboratively to address skills shortages and underrepresentation. The successful hub applications and sectors supported should be announced in December 2021, with projects commencing delivery January – March 2022.

Using part of the Adult Education Budget (AEB), I issued the Good Work for All Fund earlier this year. This provided additional funding to high quality training proposals in Green and other sectors identified in the London Recovery Programme as key to London's recovery from COVID-19. The funding will support new provision in retrofitting (for example, Regeneration Air

Conditioning and Heat Pump Engineering, Energy Efficiency, Understanding Retrofit qualifications).

NHS patients being reimbursed for the Ultra Low Emission Zone charge

Question No: 2021/3567

Caroline Pidgeon

Further to your answer 2021/0424 please state in detail what steps are being taken ahead of 25 October 2021 to publicise the reimbursement arrangements for NHS patients.

NHS patients being reimbursed for the Ultra Low Emission Zone charge

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

NHS patients being reimbursed for the Ultra Low Emission Zone charge

The Mayor

Last updated: 15 DECEMBER , 2021

Before the launch of the ULEZ expansion Transport for London (TfL) contacted all trusts outside the central ULEZ to highlight the patient reimbursement scheme and provide material to help raise awareness of the ULEZ expansion and reimbursement scheme with staff and patients. Additionally, my Deputy Mayor for Environment and Energy wrote to the chief executives of all NHS trusts to encourage them to offer the reimbursement scheme to patients as trusts in the central ULEZ already do. Officers are working with NHS London directly to identify further channels to raise awareness of the scheme with patients and care providers.

The reimbursement scheme was also raised as part of TfL's ongoing stakeholder engagement programme ahead of expansion, and information about the scheme is available on the TfL website: <https://tfl.gov.uk/modes/driving/reimbursements-of-the-congestion-charge-and-ulez-charge>.

NHS patients being reimbursed for the Ultra Low Emission Zone charge

The Mayor

Last updated: 15 DECEMBER , 2021

Vehicles converted to LPG and the ULEZ charge (1)

Question No: 2021/3568

Caroline Pidgeon

I have been informed that TfL will not accept vehicles which have been converted to use LPG as being compliant within the ULEZ as TfL has no way of verifying at any one time which fuel type is being used. However, why would any driver invest significant sums of money in converting to LPG and then revert to using a more expensive fuel? Will you instruct TfL to reconsider its policy which penalises drivers who have made a decision to reduce pollution created by their vehicles?

Vehicles converted to LPG and the ULEZ charge (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Vehicles converted to LPG and the ULEZ charge (1)**The Mayor**

Last updated: 15 DECEMBER , 2021

Vehicles converted for LPG remain subject to the same ULEZ emissions standards, and must comply with those standards (Euro 4 for petrol engines or Euro 6 for diesel engines) or pay the ULEZ charge, in the same way as any other vehicle

It is important to note that while LPG does offer some potential carbon dioxide savings over petrol, the air quality benefits are more limited; NOx in particular is unchanged and can sometimes increase. There are no plans to introduce a change in emissions standards requirements for these vehicles.

There are a number of technical reasons why vehicles cannot run solely on LPG. When converted, the vehicles are fitted with an LPG tank in addition to the main petrol or diesel fuel tank and become dual fuel vehicles. Because they retain their petrol or diesel engine, they also retain the associated emission level applicable to that engine.

Vehicles converted to LPG and the ULEZ charge (2)**Question No: 2021/3569***Caroline Pidgeon*

If the Duke of Edinburgh's taxi, that was converted to run on LPG, was still operating on London's roads, would it face the prospect of being charged within the ULEZ?

Vehicles converted to LPG and the ULEZ charge (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Vehicles converted to LPG and the ULEZ charge (2)**The Mayor**

Last updated: 22 DECEMBER , 2021

For the reasons set out in my response to Mayor's Question [2021/3568](#), vehicles converted to run on LPG are subject to the same ULEZ emissions standards as any other vehicle.

Low Traffic Neighbourhoods**Question No: 2021/3570***Caroline Pidgeon*

Further to your answer to 2020/3805 please state if (a) any boroughs with a LTN are not using coordinates of interventions delivered through the London Streetspace Programme to the One.Network mapping system so that blue light services have access to the most up to date changes on the ground, and (b) there are any boroughs which have agreed to use the One.Network mapping system but have not fully trained their staff to input data and if so please provide the names of the Boroughs.

Low Traffic Neighbourhoods**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Low Traffic Neighbourhoods**The Mayor**

Last updated: 19 SEPTEMBER , 2021

Please find attached an updated table provided by one.network, who administer the mapping system used by London's Emergency Services, detailing (a) the names of boroughs who have undergone training on its use; and (b) those that have published details of schemes developed in response to Covid-19. Note that this is not limited to schemes funded through Transport for London (TfL) and will include measures implemented using other funding sources. As per Mayor's Question 2020/3805, the progress and issues surrounding this data sharing activity are continually reviewed as part of regular working group meetings relating to the London Streetspace Programme between TfL and the Emergency Services. Internal staff training for borough officers is not within TfL's remit, and enquiries on this subject would need to be directed to the boroughs themselves.

Sharing of traffic monitoring data from Streetspace initiatives**Question No: 2021/3571***Caroline Pidgeon*

Please set out the procedures that are followed for the sharing of information from traffic monitoring surveys undertaken by TfL relating to the impact of Streetspace initiatives with the relevant London Borough and local residents. Can traffic survey data in future be routinely released and accessed as part of your commitment to open government?

Sharing of traffic monitoring data from Streetspace initiatives**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Sharing of traffic monitoring data from Streetspace initiatives**The Mayor**

Last updated: 19 SEPTEMBER , 2021

Transport for London (TfL) has provided boroughs and residents regular information on how particular schemes are affecting bus journey times, traffic flow, cycle counts and road collisions, on several schemes. TfL realise however that boroughs and residents wish to receive data routinely to understand what is happening on London's roads, and whether schemes are having the desired impact.

TfL is currently working on a number of initiatives, making data openly available to borough officers, as well as publishing regular monitoring information about each scheme on their dedicated page on the TfL Have Your Say website. This will be available in the coming months.

Brownhill/Torridon Road junction**Question No:** 2021/3572*Caroline Pidgeon*

Further to your answer to Question 2021/0084 can you provide an update when much delayed pedestrian improvements to this junction will finally commence?

Brownhill/Torridon Road junction**The Mayor**

Last updated: 12 SEPTEMBER , 2021

This scheme is currently in the detailed design stage, with the consultation report due to be published later this year. Works are provisionally programmed to take place in 2022, subject to funding being available.

Rotherhithe road tunnel**Question No:** 2021/3573*Caroline Pidgeon*

Please publish a table showing the numbers of Penalty Charge Notices that are generated by the tunnel for each week since the start of the calendar year 2021. Please also state whether this revenue is retained for the maintenance of the tunnel.

Rotherhithe road tunnel**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Rotherhithe road tunnel**The Mayor**

Last updated: 14 OCTOBER , 2021

The restrictions in place at the Rotherhithe Tunnel help to ensure that road users can use the tunnel safely. Information about the types of vehicles prohibited from using the tunnel is available on the Driving pages of the Transport for London (TfL) website.

Drivers of prohibited vehicles may receive a Penalty Charge Notice (PCN) for failing to comply with the restrictions. A weekly breakdown of PCNs issued to prohibited vehicles since 1 January 2021 is shown in the attached table. All revenue received from PCNs is reinvested into ongoing improvements in London's transport infrastructure, including the maintenance of the tunnel.

Thames Cable Car**Question No:** 2021/3574*Caroline Pidgeon*

Further to your answer to 2020/3257 please provide an update of TfL's review of future options for the Thames Cable Car, ahead of summer 2022, in line with the end of the initial term for the operating and maintenance contract and the end of the current sponsorship deal.

Thames Cable Car**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Thames Cable Car**The Mayor**

Last updated: 16 SEPTEMBER , 2021

The Emirates Air Line cable car has attracted a significant rise in passengers so far in 2021/22 and is currently busier than it was in 2019/20. During August, passenger ridership has averaged more than 55,000 per week, with the last week of August being the cable car's busiest week for more than eight years.

Transport for London (TfL) is committed to maintaining this unique river crossing and is considering exercising an option to extend the existing Operating and Maintenance contract with the current supplier, Mace, for a further two years ahead of summer 2022 when the initial contract would otherwise end. The 10-year sponsorship deal for the cable car also ends in summer 2022 and Emirates has informed TfL of its intention not to extend its sponsorship. TfL has started the process to find a new commercial sponsor.

Research on the impact of TfL moving to cashless stations**Question No: 2021/3575**

Caroline Pidgeon

Will you ensure that the research commissioned and funded by TfL that was undertaken by the research group 2CV on the impact of TfL moving to cashless stations is made publicly available?

Research on the impact of TfL moving to cashless stations**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Research on the impact of TfL moving to cashless stations**The Mayor**

Last updated: 15 DECEMBER , 2021

A summary of this research can be found on Transport for London's (TfL's) website here:

<https://tfl.gov.uk/corporate/publications-and-reports/fares-and-ticketing>

TfL has already shared this research with stakeholders that it has been engaging with on this issue.

As you know, in April 2020, TfL removed the cash option from ticket machines at around 70 per cent of stations on the London Underground as part of its work to protect staff and customers from coronavirus. From June 2021, cash acceptance was reinstated at locations where it had been removed due to the pandemic.

Woolwich ferry**Question No:** [2021/3576](#)*Caroline Pidgeon*

In answer to question 2021/1949 you stated Transport for London is aware of the issues caused by the early closures and late openings necessitated by the need to use the layby berth and is currently working on short and long-term solutions for the operational restrictions that this can create for the Woolwich ferry service as a direct result of the prevailing tidal conditions. Please provide an update.

Woolwich ferry**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Woolwich ferry**The Mayor**

Last updated: 16 SEPTEMBER , 2021

Transport for London (TfL) recently completed the feasibility study for a new South Woolwich layby berth. This will provide access for the Woolwich Ferry throughout all tidal conditions. TfL is also investigating the potential to utilise a currently unused pier as part of the main construction, which will allow it to make use of an existing redundant structure and reduce overall project construction costs.

TfL is planning for this facility to not only provide the Woolwich Ferry service with a critical unrestricted layby berth, but also a potential facility for other river users to bunker green biofuels in the Upper Thames region.

The project is now moving into the final design and funding approval phase. Project delivery will be completed in phases, prioritising Woolwich Ferry requirements, but also ensuring all other potential uses and futureproofing are incorporated into the final design.

As with all TfL activities, its funding after the current agreement with Government ends will be subject to future funding negotiations with the Government.

Assistance dog refusal in private hire vehicles**Question No:** [2021/3577](#)*Caroline Pidgeon*

Further to your reply to Question 2017/4927, since 2018, has TfL undertaken any further mystery shopping operations to detect private hire drivers who refuse to accept assistance dogs? Please also state the number of prosecutions and the amount of fines awarded for successful prosecutions against private hire drivers refusing to accept assistance dogs, with figures broken down for 2018, 2019, 2020 and 2021.

Assistance dog refusal in private hire vehicles**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Assistance dog refusal in private hire vehicles**The Mayor**

Last updated: 14 DECEMBER , 2021

107 Compliance Testing operations were carried out by Transport for London (TfL) from April 2018 to March 2020. Due to the pandemic, it has not been possible to undertake Compliance Testing since April 2020, but this will recommence shortly.

The attached table shows the breakdown of successful prosecutions against Private Hire Drivers for refusal to accept assistance dogs. Prosecutions have been delayed because courts were closed due to the pandemic so those shown in 2021 are for operations from previous years. Please note that fines imposed following conviction and costs awarded to TfL are means tested and so vary. As such, the average figure provided does not mean that all prosecutions resulted in equal amounts.

Woodlands Nursing Home planning application (1)**Question No: 2021/3578***Caroline Pidgeon*

Further to the correspondence released in answer to the freedom of information request submitted to the GLA regarding the Woodlands Nursing Home (ref number: MGLA070421-0125) do you consider that in this planning application, and similar planning applications involving the GLA, there is sufficient transparency about how Section 106 money is allocated and meeting different demands of funding affordable housing and transport infrastructure?

Woodlands Nursing Home planning application (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

GLA and TfL officers work both collaboratively together and proactively with Local Planning Authorities to ensure appropriate Section 106 planning obligations are secured in respect of referable planning applications. The London Plan sets out my priorities for the use of planning obligations but, given viability requirements, a balance may need to be struck. Ultimately it is for the Local Planning Authority to agree with the applicant the planning obligations and what is funded.

The Woodlands Nursing Home application was referred to me for consideration at stage 1. The stage 1 report identified the financial contributions required for transport infrastructure improvements but because of the appeal it was not referred at stage 2.

Woodlands Nursing Home planning application (2)**Question No: 2021/3579***Caroline Pidgeon*

Further to the correspondence released in answer to the freedom of information request submitted to the GLA regarding the Woodlands Nursing Home (ref number: MGLA070421-0125) was the Planning Inspectorate fully informed of the discussions over the allocation of the Section 106 funding for this proposed development? What guidance do GLA and TfL staff follow in sharing information regarding discussions about the allocation of Section 106 agreements with a Planning Inspector assessing a planning application?

Woodlands Nursing Home planning application (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

There is no specific guidance but GLA and TfL officers work both collaboratively and proactively with the Local Planning Authority to ensure the appropriate Section 106 planning obligations are secured in respect of referable planning applications. Ultimately it is for the Local Planning Authority to agree with the applicant the planning obligations and what is funded.

The Woodside Nursing Home planning appeal was made by Anthology Kennington Stage Ltd against the London Borough of Lambeth on the basis of a failure to make a decision on a planning application within the prescribed period. The application was referred to me for consideration at stage 1 but because of the appeal it was not referred at stage 2 and the GLA was not involved in the public inquiry. The Local Planning Authority and applicant would provide information on the Section 106 agreement to the Inspector. The Planning Inspector's report concluded the obligations were all related to requirements of development plan policies and were needed to mitigate the effects of the development, although planning permission was not granted.

Sustainable drainage systems (SuDS) (1)**Question No: 2021/3581***Hina Bokhari*

Following the publication of the London Strategic SuDS Pilot Study about the importance of repurposing highway and public realm space for SuDS, has the Department for Transport given TfL any assurances that it will be able fund the investments in resilience needed to mitigate against severe flood events as highlighted in recent weeks?

Sustainable drainage systems (SuDS) (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Sustainable drainage systems (SuDS) (1)**The Mayor**

Last updated: 15 DECEMBER , 2021

Transport for London's (TfL) funding discussions with Department for Transport (DfT) is not yet complete. However, TfL officers have met with DfT regarding climate change adaptation and resilience, and what is required on these issues by both TfL and the transport sector as a whole. DfT also attend TfL's quarterly Transport Adaptation Steering Group, which includes representatives across London's transport sector, such as Network Rail and National Highways. TfL will also be reporting to DfT on their review into the flooding incidents of 12th and 25th July.

As Lead Local Flood Authorities, boroughs can apply for either Flood Defence Grant in Aid FDGIA or Thames Regional Flood and Coastal Committee funding for SuDs, which they could deliver in partnership with TfL if they identified an opportunity on our land.

Sustainable drainage systems (SuDS) (2)

Question No: 2021/3582

Hina Bokhari

Where councils choose to not act to mitigate against flood risk, is TfL taking any steps to manage highway space to deliver flood mitigation with SuDS schemes?

Sustainable drainage systems (SuDS) (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Sustainable drainage systems (SuDS) (2)

The Mayor

Last updated: 15 DECEMBER , 2021

I and Transport for London (TfL) recognise the importance of making London more permeable by using SuDS to reduce surface water flood risk and the importance of highways schemes in contributing to this. My Transport Strategy includes a commitment to SuDS delivery across London's highways – both borough and TfL. The most cost-effective method for SuDS installation is as part of existing projects or major maintenance activities, as outlined in the London Sustainable Drainage Action Plan.

TfL routinely considers opportunities for including SuDS as part of highway schemes. For example, SuDS are being included in the form of rain gardens and permeable paving at Old Street roundabout. They are also built into the design of projects at Edgware Road and Tolworth.

Sustainable drainage systems (SuDS) (3)

Question No: 2021/3583

Hina Bokhari

How can London Boroughs work in partnership with TfL and the GLA to swiftly deliver drainage schemes costing as little as £20 to £50k as highlighted in the recently published London Strategic SuDS Pilot Study at the request of the Thames Regional Flood and Coastal Committee (RFCC)?

Sustainable drainage systems (SuDS) (3)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Sustainable drainage systems (SuDS) (3)

The Mayor

Last updated: 15 DECEMBER , 2021

Transport for London (TfL) was an active partner in the London Strategic SuDS Pilot Study, which highlighted the importance of small-scale SuDS in combatting surface water flood risk. Subsequently, the Thames Regional Flood and Coastal Committee awarded £1m in funding for boroughs to deliver SuDS in line with the findings. This money is not available directly to TfL,

but TfL would be happy to work in partnership with boroughs on any opportunities identified that are partly on TfL land.

Many boroughs, such as Enfield, have delivered multiple highways SuDS projects at relatively low cost. TfL has supported this kind of initiative through, for example, Liveable Neighbourhoods and Mini Hollands. There is considerable opportunity for boroughs to deliver more small-scale SuDS projects in the future, for example by incorporating SuDS into the conversion of low traffic neighbourhoods from temporary to permanent.

TfL clearing of road gullies

Question No: *2021/3584*

Caroline Pidgeon

Please set out the details of Transport for London's current road maintenance contracts for clearing of road gullies. Are there any plans to review the contracts to ensure higher performance? Please also set out the procedures in place to encourage people to report gullies to TfL which are not clear?

TfL clearing of road gullies

The Mayor

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) cleans its roadside gullies every two years - with six-monthly cleans for 'hotspot flooding' areas - and uses the historical data to update the six-monthly list. It maintains 107 high performance flooding pumps and continues to invest in this network.

TfL continues to review the mobile water pumping stock, including pumping size and locations. Due to these combined efforts, flooding instances causing significant disruption on the TfL Road Network have dropped over the last five years despite an increasing frequency of heavy rain events.

Members of the public are encouraged to report gully issues using the TfL Streetcare webpage (or app) at <https://streetcare.tfl.gov.uk/> or by calling TfL on 0343 222 1234.

Car free day

Question No: *2021/3585*

Hina Bokhari

What were the reasons for TfL not taking part in car free day in 2021 and when was the decision made to not proceed with celebrating this day? What are your plans for recognising car free day in 2022?

Car free day

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Car free day**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Delivering a large-scale car free day event that includes road closures takes many months to plan and involves consultation with local stakeholders including boroughs, businesses and residents. Transport for London (TfL) made the decision not to go ahead with the event in June as the pandemic had significantly impacted the capacity and resources of the Greater London Authority, TfL and the London boroughs.

Instead, my focus for this year is on the delivery of transformational changes that will reduce car use and clean up London's air permanently, such as the world-leading expansion of the Ultra Low Emission Zone in October, and the continued delivery of our Healthy Streets and Streetspace programmes, including segregated cycle lanes, junction improvements, low-traffic neighbourhoods and school streets.

Working with TfL, I will continue to explore options for future car-free days in London, including in 2022.

Enforcement of Illegal Private E-Scooter Use**Question No: 2021/3587***Caroline Pidgeon*

Many Londoners remain unaware that, outside of the e-scooters being used in trials across certain parts of London, private e-scooter use remains illegal on public roads and pavements. Many Londoners have contacted me to raise concerns over the illegal use of e-scooters on roads and pavements across the capital in recent weeks. How is the Met working to clamp down on illegal e-scooter use?

Enforcement of Illegal Private E-Scooter Use**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Enforcement of Illegal Private E-Scooter Use**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Private use of e-scooters in any public place remains illegal and is managed by the Metropolitan Police Service (MPS), the City of London Police and the British Transport Police. The use of privately-owned e-scooters on public roads is not covered by the trial and remains illegal in the UK, as does riding any e-scooter, rental or private, on footways. The MPS will continue their work engaging with e-scooter users, and where necessary, will enforce the legislation regarding the use of privately-owned e-scooters on public roads. Police officers also seize illegal e-scooters. Over 1,100 e-scooters were seized in police operations throughout London during June alone, with 2,050 having been seized so far this year.

Private E-Scooters and the Public Transport Network

Question No: 2021/3588

Caroline Pidgeon

How are you working with the Met, the BTP and TfL to ensure that those travelling with personal e-scooters on public transport are warned that their use on roads and pavements remains illegal?

Private E-Scooters and the Public Transport Network

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Private E-Scooters and the Public Transport Network

The Mayor

Last updated: 14 OCTOBER , 2021

The use of privately-owned e-scooters on public roads is illegal in the UK, as is riding any e-scooter, rental or private, on footways. Users in breach of those conditions risk fines and prosecutions. The Metropolitan Police Service (MPS) is undertaking enforcement activity to tackle this and continues to develop tactics and plans to address the rise in use of private e-scooters. The MPS runs regular operations targeting e-scooters, and already this year has seized over 2,500 privately owned illegal e-scooters as part of this enforcement work.

E-scooters cannot be ridden in TfL stations or on TfL services. Private e-scooters can be carried on the transport network if they are folded, however non-folding private e-scooters are not allowed on TfL services at any time. Engagement and communication activity on public transport publicises the restrictions on the use of e-scooters on the transport network, with posters prohibiting their use displayed in key locations. Transport for London (TfL) frontline colleagues, such as Customer Service Advisers and Bus Drivers, have been briefed on the rules prohibiting private and rental e-scooter use on public transport and can advise customers of these restrictions. Additionally, TfL's Operations Officers engage with customers with e-scooters, reminding them of the rules on the transport network.

TfL co-ordinates engagement, education and enforcement activity with the MPS and the British Transport Police at hotspot locations.

E-Scooter Trials – Intoxicated Riders (1)

Question No: 2021/3589

Caroline Pidgeon

Can you confirm whether all three e-scooter companies taking part in the London e-scooter trials have safeguards and software to deter or prevent intoxicated individuals from renting e-scooters?

E-Scooter Trials – Intoxicated Riders (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

E-Scooter Trials – Intoxicated Riders (1)**The Mayor**

Last updated: 14 OCTOBER , 2021

All three e-scooter rental companies operating in London have safeguards and software to deter or prevent intoxicated individuals from renting their e-scooters. A key safeguard is requiring and verifying users' driving licence status. Requiring a valid licence restricts use of rental e-scooters only to people legally permitted to do so.

E-scooters are classified as motor vehicles, so it is an offence under section 5 of the Road Traffic Act 1988 to exceed the prescribed limit on the consumption of alcohol when driving these vehicles. A drink driving offence is dealt with in court and can lead to an unlimited fine, driving ban and up to 6 months in prison. Transport for London and the e-scooter rental companies work with the police to provide assistance, and this is aided by the license verification, which helps identify a rider even if they fail to stop, as well as identify their license status and any previous motoring offences.

Software-based measures that safeguard against riding whilst under the influence of alcohol include in-app messaging during night-time and unsociable hours, reminding users that such riding is illegal and asking the rider to confirm that they are within legal limits before use. All operators have mandatory in-app training for first-time riders, which contains education to deter riding under the influence of alcohol. There is also extensive messaging as part of operators' marketing campaigns to deter intoxicated riding as well as safety campaigns and on-street events.

E-Scooter Trials – Intoxicated Riders (2)**Question No: 2021/3590***Caroline Pidgeon*

Recent research showed that e-scooter injuries were more likely to happen after riders had consumed alcohol. Please outline steps you are taking, with the Met and London boroughs, in addition to any safeguards e-scooter providers have in place, to ensure that intoxicated individuals are unable to rent e-scooters in the capital?

E-Scooter Trials – Intoxicated Riders (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

E-Scooter Trials – Intoxicated Riders (2)**The Mayor**

Last updated: 19 SEPTEMBER , 2021

E-scooters are classified as motor vehicles and therefore riding an e-scooter after consuming more than the prescribed limit of alcohol is an offence under the Road Traffic Act 1988, in the same way as it is an offence to drive any other motor vehicle under such influence. The Metropolitan Police Service deals with the enforcement of this offence against all drivers of motor vehicles and handles the prosecution of offenders, who will be required to attend court and can lead to an unlimited fine, driving ban and up to 6 months in prison.

Transport for London (TfL), MPS, the rental e-scooter operators and London boroughs collaborate on any rental e-scooter incidents and have regular meetings, including a periodic safety board. A key action as a result of this has been to focus on drink-riding messaging during specific peak times, such as in-app messaging reminding users that drink-riding is illegal and asking them to confirm that they haven't been drinking before use.

As part of the process to select the trial operators, bidders were required to set out safeguards to deter or prevent intoxicated individuals from renting e-scooters. Please see my answer to question 2021/3589 for further detail on how the operators deter drink riding. TfL's safety guidance on its [website](#) also strongly advises against intoxicated riding.

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (1)

Question No: [2021/3591](#)

Caroline Pidgeon

In their report the Daniel Morgan Independent Panel stated that "at times our contact with the Metropolitan Police resembled police contact with litigants rather than with a body established by the Home Secretary to enquire into a case." Do you believe this was an appropriate way for the Met to engage with the Panel?

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (1) The Mayor

Last updated: 12 SEPTEMBER , 2021

I am grateful for the work of the Daniel Morgan Independent Panel in compiling a comprehensive report of over 1,100 pages. The Panel's engagement with the Met spanned a period of eight years, and their report covered a period of 34 years since Daniel's tragic murder.

The Met is a different organisation than it was in 1987 and policing operates, quite rightly, in a world of much improved independent oversight and scrutiny.

I am determined, as I know the Commissioner is, to ensure that action is taken and lessons are learned as a result of this report.

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (2)

Question No: [2021/3592](#)

Caroline Pidgeon

Are you content and satisfied with the current provisions and protections the Met has in place to protect police whistleblowers and do you welcome the Daniel Morgan Independent Panel's recommended HMIC inspection, which will, amongst other things, look at practices and procedures within the Met to determine whether sufficient resources are available to protect whistleblowers?

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (2)
The Mayor

Last updated: 12 SEPTEMBER , 2021

I wholeheartedly welcome the proposed HMICFRS inspection following the Daniel Morgan Independent Panel report. This will be useful to identify any further action that should be taken by the Met to root out corruption and support whistleblowers.

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (3)**Question No: 2021/3593***Caroline Pidgeon*

In terms of corruption and misconduct the Met has previously had a reactive team investigating complaints and a proactive team working on intelligence to catch those involved in serious misconduct and corruption. Can you confirm if a proactive team still exists within the Met and if so the size of the team?

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (3)
The Mayor

Last updated: 12 SEPTEMBER , 2021

The MPS has a dedicated Anti-Corruption Command (ACC), the largest counter corruption unit in the country. The ACC is resourced to include operational teams and the provision of covert services (surveillance, technical surveillance and undercover - including integrity testing). The MPS has the capability and capacity to identify and investigate suspected corrupt MPS staff, officers and persons outside the organisation who actively seek to corrupt MPS employees or pose a risk of compromise to MPS assets. The resourcing of the ACC is treated as Secret because one of the most significant factors in mitigating and preventing corruption is the fear or perceived risk of detection by the workforce.

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (4)**Question No: 2021/3594***Caroline Pidgeon*

What safeguards and processes have been put in place since Operation Tiberius to ensure former Met officers are not used as conduits for organised criminal gangs to access and corrupt serving Met officers?

Daniel Morgan Independent Panel Report, Corruption and Misconduct within the Met (4)
The Mayor

Last updated: 12 SEPTEMBER , 2021

The MPS Department of Professional Standards (DPS) has a dedicated intelligence unit whose role is to collate and investigate intelligence from a range of internal and external sources in relation to all allegations of police corruption, including any risk posed by former MPS officers. The Unit works closely with the MPS vetting unit to ensure that any intelligence held is considered within the vetting process for all police officers.

The MPS has dedicated Anti-Corruption teams whose role it is to investigate allegations of police corruption, including those seeking to corrupt MPS officers and staff.

There are anonymous reporting mechanisms both internally (Right Line) and externally (Crimestoppers) for MPS staff or members of the public who have corruption concerns to report them, and these are referred to the DPS for further investigation.

The MPS has a Declarable Association policy which requires officers to declare associations with specified categories of people, including associates and family members with convictions and those working within the private security industry.

The MPS have recently launched a "Raising Concerns" policy which encourages its staff to raise all concerns, including any corruption matters. This policy places a positive obligation on managers to action these concerns as well as ensuring that any 'reporter' is fully supported.

Crime and Safety on the Docklands Light Railway (DLR) (1)

Question No: 2021/3595

Caroline Pidgeon

Please provide a breakdown of reported criminal activity on the DLR when compared with the wider Tube network, the London Overground and TfL Rail services over the last five years. Please break this down by month.

Crime and Safety on the Docklands Light Railway (DLR) (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Crime and Safety on the Docklands Light Railway (DLR) (1)

The Mayor

Last updated: 12 OCTOBER , 2021

Recorded criminal activity data from the British Transport Police, which is held by Transport for London (TfL), has been provided in the accompanying spreadsheet for Docklands Light Railway (DLR), London Underground, London Overground and TfL Rail services over the last five years. Not only does the DLR have one of the lowest volumes of crime, it also has the lowest rate of crime per million journeys of 6.2 per million passenger journeys.

Crime and Safety on the Docklands Light Railway (DLR) (2)

Question No: 2021/3596

Caroline Pidgeon

Concerns have been raised about the level of criminal activity on DLR services, as well as around DLR stations, partly due to the lack of staff present at stations. Considering this, how are you working with the British Transport Police (BTP) and others to ensure the DLR is as safe as possible?

Crime and Safety on the Docklands Light Railway (DLR) (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Crime and Safety on the Docklands Light Railway (DLR) (2)**The Mayor**

Last updated: 16 SEPTEMBER , 2021

The Docklands Light Railway is a low-crime environment, with very few customers experiencing or witnessing crime. Theft of passenger property is the highest volume crime. I recognise, however, that fear of crime or perceptions of unsafety also affect Londoners traveling.

Transport for London (TfL), with the operator KeolisAmey Docklands (KAD), works closely with the British Transport Police (BTP) to deal with crime and antisocial behaviour issues, and also provide reassurance to customers as they return to the network. TfL, KAD and the BTP use a variety of intelligence-led tactics to keep customers safe, including high-visibility policing and enforcement operations and patrols, CCTV, and communication campaigns based on data and analysis from crime reports, staff reports, and customer feedback. Performance is reviewed on a regular basis and lessons learnt.

Please let me know if there are particular locations you or your constituents are concerned about and TfL will look into this.

Teddington Police Station Sale (1)**Question No: 2021/3597***Caroline Pidgeon*

Given the rising number of police officers in London and increasing concern over crime from residents in Teddington, particularly around Teddington Lock, will you reconsider the decision to sell Teddington Police Station?

Teddington Police Station Sale (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Thanks to the record levels of City Hall investment in the Met and the Government's partial reversal of cuts, officer numbers are rising. Consequently, a review of the Met's entire estate is underway in order to look at the long-term plans for police station buildings.

The Mayor's top priority is to make Londoners safer – he has ensured that there's a 24-hour police front counter in every London borough and whilst the review of the Met's estate will not mean changes to this commitment the estate strategy will reduce the total number of buildings used by the Met.

Teddington Police Station Sale (2)**Question No: 2021/3598***Caroline Pidgeon*

If you insist on proceeding with the sale of Teddington Police Station will you at the very least consider retaining the site for either social housing or wider public use?

Teddington Police Station Sale (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

MOPAC is under a statutory duty to secure the efficiency and effectiveness of the Metropolitan Police Service and ensure that good value for money is obtained. MOPAC aims to maximise the value of assets that are surplus to need in order to release capital for re-investment in the retained estate and so supporting the objective that “officers are given the tools to do their job”. This is usually demonstrated by offering property for sale in the open market which gives the opportunity for all to bid.

When bidding on the basis of residential redevelopment bidders are asked to acknowledge that when making an offer they have had regard to relevant planning policies, including existing local authority policies on minimum affordable housing requirements, the Mayor's SPG on affordable housing and the draft London Plan. Parties will be encouraged to review the GLA funding available for the provision of affordable housing through the Mayor's 'Homes for Londoners: Affordable Homes Programme 2016-2021.'

Links Between Gang-Related Activity and Mental Health

Question No: [2021/3599](#)

Caroline Pidgeon

It is essential that mental health support is linked to ongoing work on knife crime prevention and work programmes discouraging young Londoners from joining gangs. Please provide details of how the Violence Reduction Unit is working with the NHS and other health partners in this area.

Links Between Gang-Related Activity and Mental Health

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Violence Reduction Unit (VRU) and NHS London collaborate through a Quarterly Violence Reduction Steering Group co-chaired by Lib Peck and Dr Martin Griffiths.

A recent example of excellent collaboration was the VRU's successful bid, supported by NHS London and the London Association of Directors of Children's Services (ALDCS), to the Home Office and Youth Endowment Fund for the Your Choice programme. This resulted in the award of £10m funding from 2021/22 for three years.

The programme offers the benefits of Cognitive Behavioural Therapy as part of a high intensity intervention to children at greatest risk/need aged 11-17 across all 32 boroughs.

The programme is closely aligned to the NHS £10m Project Vanguard funding over 5 years for a multi-systems violence reduction model.

The London VRU is also working with the NHS on the roll-out of social prescribing across London, as well as investing in hospital-based youth workers.

Feedback from Officers and Staff Within the Met

Question No: [2021/3600](#)

Caroline Pidgeon

Given the significant pressures and challenges of the last year, when was the last time the Met surveyed both officers and staff to ask about morale, workload and to gain other feedback on the pressures and concerns of those within the Met, and what were the results of this survey?

Feedback from Officers and Staff Within the Met**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Feedback from Officers and Staff Within the Met**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The Metropolitan Police Service (MPS) surveys officers and staff bi-annually in May and October. The last survey was conducted in May 2021. These surveys include questions around wellbeing, the support officers/staff have received during the pandemic and level of engagement officers/staff have received.

Results from May (as compared with October the previous year) show there have been small increases in wellbeing and support received whilst engagement has remained stable.

Surveys also contain free text questions to seek the views and suggestions of the workforce and are reviewed so the MPS can act upon any areas of concern.

Tracking Children in Care Moved out of their Home Borough**Question No: 2021/3601**

Caroline Pidgeon

The Deputy Mayor for Policing and Crime recently said MOPAC is working with boroughs to ensure better tracking of children in care who move across boroughs. Please provide more details on this joint work and how you are working with all partners to ensure no children in care across London are unaccounted for, especially those in semi-independent accommodation.

Tracking Children in Care Moved out of their Home Borough**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tracking Children in Care Moved out of their Home Borough**The Mayor**

Last updated: 14 OCTOBER , 2021

The Mayor's Office for Police and Crime led on 'The Reducing Criminalisation of looked after children and care leavers protocol' published in March 2021 in collaboration with partners to provide guidance to local authorities on how to reduce unnecessary criminalisation of children placed out of area. The guidance was drafted in collaboration with local authority representatives.

It is the responsibility of all London Boroughs to engage with each other when making a critical decision on a child placed out of their home borough especially when an offence has occurred, and social workers and personal advisors should maintain contact with the child regardless of where they are placed. The protocol principles apply to foster homes, children's homes and semi-independent placements.

The 2021 Child Exploitation Pan London Protocol also details the process the MPS and Local Authority must follow if a child moves to a care setting either within or outside of the London area. This includes notifying the new placement authority and relevant borough command unit.

Knife Crime in Older Age Groups (25+)

Question No: 2021/3602

Caroline Pidgeon

Much focus is, quite rightly, being given to youth violence and knife crime. However, given concerns over rising levels of knife crime among those over 25, what specific work are you undertaking with the Met, boroughs and others to reduce knife crime within older age groups?

Knife Crime in Older Age Groups (25+)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Knife Crime in Older Age Groups (25+)

The Mayor

Last updated: 14 DECEMBER , 2021

The MPS has set out an ambitious 7-point strategy to reduce violence in London, which includes those over the age of 25. Over the summer, my Deputy Mayor for Policing and Crime convened a series of meetings with partners, including councils, to help reduce violence in all age cohorts. The Violence Reduction Unit have assisted local councils to develop their daily pace setter meetings where vital information will be exchanged to keep the most at risk safe from harm. We continue to work with the MPS to suppress violent activity at a local level, to ensure there is an increased police presence on the streets and to support the continued use of intelligence-led stop and search. This is also underpinned by each BCU having a dedicated Integrated Offender Management Team which works with partners, including probation and local authority partners, to manage older adult offenders with a view to reducing the risk of reoffending

Working with probation I also introduced the Safer Streets programme, an intervention for people convicted of knife offences to complete as part of their sentence. This programme challenges participants thinking about why they carry knives and demonstrates the impact on victims and communities, as well as offering more practical help to make positive changes.

Expansion of the ENGAGE and DIVERT Programmes

Question No: 2021/3603

Caroline Pidgeon

Please provide details of the custody suites in London the ENGAGE and DIVERT programmes will be expanded to and how these have been selected?

Expansion of the ENGAGE and DIVERT Programmes

The Mayor

Last updated: 12 SEPTEMBER , 2021

In 2021 DIVERT is expanding into twelve MPS custody suites. These sites are the major custody suites across London and service each BCU. DIVERT will be in Brixton, Croydon, Leyton, Wood

Green, Lewisham, Wembley, Bethnal Green, Walworth, Wandsworth, Holborn, Hammersmith & Fulham and Barking. DIVERT is already embedded in the first eight mentioned, with the remaining four sites going live in October.

ENGAGE is live in Camden and Islington and operates in Holborn and Islington MPS custody suites. The Violence Reduction Unit (VRU) has been awarded further funding from the Home Office and is proposing to expand ENGAGE in both Haringey and Barking boroughs which have a high number of juveniles first time entrants rates. It is anticipated these additional ENGAGE sites will be live in November.

The Government's 'Beating Crime' Plan (1)

Question No: 2021/3604

Caroline Pidgeon

Do you support the Government's planned relaxation of requirements for the police to undertake section 60 stop and searches, or will you recommit to only supporting evidence-based, intelligence-led stop and search in London?

The Government's 'Beating Crime' Plan (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

The Government's 'Beating Crime' Plan (1)

The Mayor

Last updated: 15 SEPTEMBER , 2021

I support stop and search, including section 60, when it is used in response to intelligence, including intelligence suggesting violence may occur in a specific location. A 'Section 60' is deployed in strictly limited circumstances and must be authorised by an officer of the rank of inspector or above; its necessity must be continually reviewed, and its use publicised in the affected area. The MPS began the Home Office pilot in 2019 so will continue applying the same guidance.

As I made clear in my Action Plan for Transparency, Accountability and Trust in Policing, I recognise the disproportionate impact stop and search can have on communities and that it is vital the MPS has the trust and confidence of Londoners. That is why I want more effective community oversight of such powers, and why I have committed to reviewing the existing community monitoring structures. The MPS is already looking to improve their practice and transparency concerning stop and search through enhanced training, coaching and supervision of officers through Body Worn Video and physical observation of encounters which are assessed by line managers.

The Government's 'Beating Crime' Plan (2)

Question No: 2021/3605

Caroline Pidgeon

Rick Muir, Director of the Police Foundation, has raised concerns over the Government's 'Beating Crime Plan' as it places emphasis on enforcement rather than prevention, particularly for tackling fraud and cybercrime. How will you ensure that here in London both MOPAC and

the Met also focus considerable attention on prevention in these areas, which will be essential if we are to tackle complex and developing criminal activities such as fraud and cybercrime?

The Government's 'Beating Crime' Plan (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

The Government's 'Beating Crime' Plan (2)

The Mayor

Last updated: 19 SEPTEMBER , 2021

In my manifesto I said I would be 'tough on crime, tough on the causes of crime'. Prevention is at the heart of this approach, and my new Police and Crime Plan will have this at its core. This will build on the public health approach my Violence Reduction Unit takes.

Fraud and cybercrime are important areas and we will continue to build on our work through the National Fraud Communications Group, the Community Watch Project delivering bespoke fraud prevention advice to over 500,000 people across London. The MPS Fraud & Cyber Partnership; Prevention & Governance (PPG) created The Little Media Series of books and videos offering advice on telephone and online scams. Social media is used to amplify these messages.

Section 60 Stop and Search

Question No: 2021/3606

Caroline Pidgeon

The latest data from the Home Office has shown that 99 per cent of section 60 stop and searches do not find weapons. Given this staggering data would you not agree that there are more effective tactics the Met could be focussing on?

Section 60 Stop and Search

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Section 60 Stop and Search

The Mayor

Last updated: 19 SEPTEMBER , 2021

Section 60 is just one of a range of tactics available to the MPS for tackling violence. It is used in response to intelligence or as a deterrent for preventing violence from occurring, which means judging its effectiveness through positive outcomes alone is not reflective of its impact.

In the twelve months to July 2021 there has been a reduction of 68% in section 60 authorisations. However, I am not complacent given the disproportionate impact of stop and search on some communities, which is why I support the MPS in continuing to improve its practice on stop and search encounters through enhanced training, coaching and supervision of officers through Body Worn Video and physical observation of encounters which are assessed by line managers.

Police Officer Pay Freeze

Question No: 2021/3607

Caroline Pidgeon

Given the commitment, dedication and sacrifice of police officers, particularly during the COVID-19 pandemic, will you be making representations to the Government calling for them to re-think the decision to freeze pay for all officers earning over £24,000?

Police Officer Pay Freeze

The Mayor

Last updated: 12 SEPTEMBER , 2021

Police officers have worked tirelessly, often under extremely difficult and dangerous conditions to keep our communities safe during the pandemic. Their hard work and sacrifice on the front line, where they have been at heightened risk of being exposed to Covid-19, deserve far better than the pay freeze confirmed by the Government. I support calls for a fully funded pay increase for officers.

Assaults on Police Officers

Question No: 2021/3608

Caroline Pidgeon

The latest figures show a staggering 6,419 Met police officers were assaulted in the past year. With assaults on officers increasing consistently in recent years what more are you doing to support officers who have been assaulted and reduce assaults on our police officers?

Assaults on Police Officers

The Mayor

Last updated: 12 SEPTEMBER , 2021

It is never acceptable for our police officers to be assaulted.

Police officers perform an invaluable role to keep us all safe and in turn I am committed to ensuring they are properly supported and protected.

I have supported the provisions in the forthcoming Police, Crime, Sentencing and Courts Bill to increase protection for police officers by doubling the maximum sentence for assaulting emergency workers from 12 months to 2 years.

I have also supported the roll out of Operation Hampshire, aimed at assisting officers and staff who have been assaulted, and, through my Action Plan, have advocated its expansion to support officers subject to hate crime. This is to ensure that every officer or member of staff who is assaulted or subjected to a hate crime, or both, is treated as a victim and has access to proper support.

I take my operational advice on the protection of officers from the Commissioner and have supported her in the provisioning of Body Worn Video, Spit and Bite Guards and increased roll out of Taser. I will continue to listen to her concerns and recommendations to ensure officers are kept safe.

Highlighting the Risk of Scam Phone Calls

Question No: [2021/3609](#)

Caroline Pidgeon

I am receiving increasing reports of scam phone calls across London. How are you working with boroughs, the Met and others to tackle and warn against the signs of scam phone calls, particularly with older Londoners who so often seem to be targeted?

Highlighting the Risk of Scam Phone Calls

The Mayor

Last updated: 12 SEPTEMBER , 2021

MOPAC sits as part of the National Fraud Communications Group and works to amplify preventative messages concerning all types of fraud. The Community Watch Project delivers bespoke fraud prevention advice to all 32 Boroughs regularly sending newsletters to over 500,000 residents. The MPS Fraud & Cyber Partnership, Prevention & Governance (PPG) created The Little Media Series of books and videos offering advice on telephone and online scams. Social media is used to amplify these messages. The Police led Dedicated Card and Payment Crime Unit (DCPCU) works with telephone companies and the banking industry to identify suspects and protect victims by safeguarding bank accounts.

Idling Police Vehicle Engines (1)

Question No: [2021/3610](#)

Caroline Pidgeon

Whilst understanding that there may be occasions where the engines of police vehicles need to be kept running, could you please outline steps the Met has taken, and is taking, to reduce incidents of police vehicles leaving engines running when parked?

Idling Police Vehicle Engines (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Idling Police Vehicle Engines (1)

The Mayor

Last updated: 19 SEPTEMBER , 2021

Please see my response to Mayor's Question [2021/3611](#).

Idling Police Vehicle Engines (2)

Question No: [2021/3611](#)

Caroline Pidgeon

Please outline what guidance the Met provides to officers regarding leaving police vehicle engines idling when parked?

Idling Police Vehicle Engines (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Officers are advised that they should only leave vehicles idling when operationally necessary. The drawbacks of idling such as air pollution and increased wear and tear on the vehicles are highlighted as negative effects of excessive idling.

Changes to Healthcare Arrangements in Custody Suites (1)**Question No: 2021/3612***Caroline Pidgeon*

Given it has now been five months since the Met changed the arrangements for healthcare provision in custody suites to adopt a nurse-led model are there any plans to review the impact of these changes on healthcare provision?

Changes to Healthcare Arrangements in Custody Suites (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The new healthcare model was implemented on 1st May 2021. The Metropolitan Police Service (MPS) will be undertaking a review in November 2021, at the six-month stage.

Changes to Healthcare Arrangements in Custody Suites (2)**Question No: 2021/3613***Caroline Pidgeon*

Despite moving to a nurse-led model I have been made aware that the Met is still heavily reliant on forensic medical examiners (FMEs) and is struggling to cover all custody suites with healthcare professionals under the new model. Can you confirm whether the Met is having difficulty recruiting or retaining enough Custody Nurse Practitioners (CNPs)?

Changes to Healthcare Arrangements in Custody Suites (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Metropolitan Police Service (MPS) continues to recruit and train Custody Nurse Practitioners (CNPs). There is, however, high demand for nurses across the sector. Therefore, until all the posts are filled, Forensic Medical Examiners (FMEs) are being offered the opportunity to cover any CNP gaps.

The MPS will be undertaking a review of its healthcare in custody model in November 2021, having been operating for six months.

Scrapping the London Housing Panel**Question No: 2021/3614***Caroline Pidgeon*

The London Housing Panel allows tenants and residents in London to have strong, continued representation and get their voices heard on housing issues. Will you reconsider your decision to scrap the London Housing Panel?

Scrapping the London Housing Panel**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The London Housing Panel was created as a forum for London's voluntary and community sector, bringing together civil society organisations.

I am of course supportive of tenants and residents' needs being represented in housing policy. The GLA must use precious resources to work across a range of channels and amplify voices from the full diversity of London's communities, especially where Londoners are under-represented or face significant housing-related inequalities. Through the recent funding agreement (ADD2525), the Panel will work with officers to deliver a legacy of community engagement.

Increasing the supply of genuinely affordable social rented homes and advocating for a more secure and more affordable PRS are priorities for me and my housing team. Through my latest affordable housing programme, investment partners are required to commit to actions and initiatives that address barriers to inclusion for tenants and residents. I have strengthened GLA policy to ensure residents of estates themselves vote to approve regeneration plans before GLA investment is made. Furthermore, my housing team intends to resume the initiative whereby officers visit residents in new GLA-funded homes to hear feedback.

London Pension Fund Authority (LPFA) and the TfL Pension Fund - Divestment from Fossil Fuels**Question No: 2021/3615***Caroline Pidgeon*

In your 2021 manifesto you committed to working with the LPFA to ensure they fully divest from fossil fuels and you also committed to working with TfL to ensure their private pension fund divested from fossil fuels too. Please can you provide an update on your discussions with the LPFA on this issue and provide a target for the reduction in fossil fuel investments you want to see in TfL's private pension fund by the end of this mayoral term?

London Pension Fund Authority (LPFA) and the TfL Pension Fund - Divestment from Fossil Fuels**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I have committed to take all possible steps to divest the London Pension Fund Authority (LPFA) of its investments in fossil fuel industries, and to undertake similar work with TfL. Both TfL and the LPFA are run by an independent board of trustees who must act in the fiduciary interests of members of the scheme.

At the start of my previous administration, LPFA held direct investments in extractive fossil fuels of £43.6m). Over the course of my last administration the LPFA reduced their investments in extractive fossil fuels by £39.9m, or 90% of assets under management. I would now encourage the LPFA to consider the overall climate impact of the fund, to ensure that investments are compatible with the 1.5c degree Paris Agreement.

I continue to work with TfL to push their independent pension fund to achieve the same objective as we have achieved with the LPFA, including developing a plan for how both funds can continue to increase investments in climate solutions.

London Pension Fund Authority (LPFA) and the TfL Pension Fund - Divestment from Fossil Fuels**The Mayor**

Last updated: 19 SEPTEMBER , 2021

Please see below a reissued response, with a typographical error corrected.

I have committed to take all possible steps to divest the London Pension Fund Authority (LPFA) of its investments in fossil fuel industries, and to undertake similar work with TfL. Both TfL and the LPFA are run by an independent board of trustees who must act in the fiduciary interests of members of the scheme.

At the start of my previous administration, LPFA held direct investments in extractive fossil fuels of £43.6m). Over the course of my last administration the LPFA reduced their investments in extractive fossil fuels by £39.9m, or 90% of assets under management. I would now encourage the LPFA to consider the overall climate impact of the fund, to ensure that investments are compatible with the 1.5c degree Paris Agreement.

I continue to work with TfL to push their independent pension fund to achieve the same objective as we have achieved with the LPFA, including developing a plan for how both funds can continue to increase investments in climate solutions.

Using Qualified and Independent Building Control Inspectors in London (1)**Question No: 2021/3616***Hina Bokhari*

Do you share my concern that developers are able to contract their own building control inspectors to review and assess developments, rather than there being a requirement for these to be local government inspectors, or appointed to review developments independently?

Using Qualified and Independent Building Control Inspectors in London (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I believe that there are inherent risks with a market-based approach to building control. As part of my response to the 'Building a Safer Future: Proposals for reform of the building safety regulatory system' consultation I called for 'Approved Inspectors' to be phased out from providing building control services for all buildings. In this, I include inhouse building control inspectors such as those employed directly by developers. The Government also needs to make the Building Regulations clearer and more robust to ensure the safety and sustainability of development. More widely, improving building standards is also dependent on ensuring greater skills and training in the construction industry.

Using Qualified and Independent Building Control Inspectors in London (2)**Question No: 2021/3617***Hina Bokhari*

Will you consider making it a requirement for developers funded by the GLA to use fully independent building control inspectors, who are either already employed by the relevant borough or independently appointed by the borough or GLA?

Using Qualified and Independent Building Control Inspectors in London (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As part of my response to the 'Building a Safer Future: Proposals for reform of the building safety regulatory system' consultation I called for Approved Inspectors to be phased out from providing building control services for all buildings. In this, I include inhouse building control inspectors such as those employed directly by developers. To ensure the safety of development and people, the Government needs to make the Building Regulations clearer and more robust as well as increase the skills in the construction industry.

London's Reliance on Furlough**Question No: 2021/3618***Hina Bokhari*

The latest analysis by GLA Economics clearly shows that London remains reliant on the furlough scheme despite labour market improvements. Will you look to support calls to Government for an independent commission to look at what additional support businesses need as the furlough scheme draws to a close to ensure London avoids yet more redundancies and business closures?

London's Reliance on Furlough**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The furlough scheme has been an important and largely successful part of the Government's pandemic response. It is good that the Government heeded my and London stakeholders' earlier calls for its extension; although I regret that the cut to the government contribution in recent months was not re-considered.

With the advice of my London Covid Business Forum, I will continue to support London businesses through the pandemic; through my Let's Do London campaign, London Business Hub and other business support programmes. I will continue to call upon the Government, alongside business representatives, for appropriate support through the recovery.

We must also continue to focus our efforts on ensuring London's workers have the relevant skills for the jobs available which is why I have launched my Academies Programme.

Employment for Disabled Londoners as we Recover from COVID-19**Question No: 2021/3619***Hina Bokhari*

What assessment have you made of the additional opportunities and challenges for disabled Londoners to find employment as a result of Covid-19?

Employment for Disabled Londoners as we Recover from COVID-19**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The London Recovery Board has established a sub-group on inequality with representatives from City Hall, London Councils, the boroughs, VCS, business and health. The group is working to develop an action plan that addresses structural inequalities which drove the disproportionate impacts of Covid-19 or new inequalities that have arisen as a result, including

labour market inequality and workplace discrimination. As a first step, the group will co-design a series of 'vision statements' that set out key inequalities experienced by different groups and what successfully addressing the disproportionate impact of Covid-19 would look like, including for Deaf and disabled Londoners.

I am absolutely committed to supporting disabled Londoners to find and progress in work. As part of this we have also established a joint working group with the Department for Work and Pensions, London Councils and borough sub-regional partnerships to develop a *No Wrong Door* approach that better joins up skills and employment support for Londoners impacted by the pandemic, including disabled Londoners. The aim is to ensure that skills, careers and employment support provides a secure route out of poverty for priority groups.

As part of the work underway to produce the Adult Education Roadmap for London, my officers have consulted with SEND practitioners, held community conversations with disabilities organisations, and are undertaking a peer research project. The purpose is to understand the challenges and opportunities for SEND / disabled learners and to reflect these in my final Adult Education Roadmap for London to be published later this year.

Work Experience Opportunities for Young Londoners

Question No: 2021/3620

Hina Bokhari

Work experience for young people was significantly impacted by COVID-19. How are you working to ensure increased work placements across London in the years ahead for those young people who have missed out over the last 18 months?

Work Experience Opportunities for Young Londoners

The Mayor

Last updated: 12 SEPTEMBER , 2021

In October we will launch the London Careers Hubs to develop better workplace-led careers education for all London secondary schools, FE colleges, Alternative Providers and special schools. This will be supported by a complementary programme to work with London employers to deliver employability activities with schools and colleges in the Hubs.

Young Londoners with SEND in FE colleges will be supported with employer-led careers activities to broaden aspirations and improve destinations.

My Effective Transitions Fund, supported by the Careers and Enterprise Company, will support better and sustained destinations for young black men leaving alternative provision using employer-led careers activities.

22 *Young Londoners Fund* projects also offer activities that include experience of the world of work, reaching over 3,000 young people. For example, Serious About Youth's project 'The Market' gives opportunities for young people with offending histories to become entrepreneurial and test out their business ideas on market stalls.

Concerns over the Ending of the Universal Credit Uplift

Question No: 2021/3621

Hina Bokhari

With over one million Londoners claiming Universal Credit at present, do you share my concerns over the potential impact that the abrupt end to the uplift in September will have on families and individuals across London?

Concerns over the Ending of the Universal Credit Uplift

The Mayor

Last updated: 12 SEPTEMBER , 2021

Yes. The £20 uplift to Universal Credit has provided much-needed support to more than a million Londoners during the pandemic. The increase was long overdue, as years of cuts had left benefits well below the genuine cost of living.

Withdrawing the uplift on the last day of the furlough scheme, while there is still unprecedented economic uncertainty and households face rising living costs, will have a devastating impact on Londoners.

Later this month, I will publish research carried out by the University of Essex assessing the effects of the pandemic on financial hardship in London, including projections of the impact of withdrawing the uplift to Universal Credit. Once published I will share the findings with Government Ministers and civil servants and call on them to take action where appropriate.

The Economic Recovery in Central London

Question No: 2021/3622

Hina Bokhari

In March you published the findings of commissioned research on the economic future of the Central Activities Zone (CAZ). The research found that while “central London’s ecosystem is well placed to recover strongly”, the strength of recovery will be dependent on people returning to the city centre for activities such as work, study, leisure and tourism. Alongside the *Let’s Do London* campaign and London Recovery Board ‘High Streets’ mission, what plans do you have to aid central London recovery over the coming months and years?

The Economic Recovery in Central London

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Economic Future of the Central Activity Zone (CAZ) research produced a comprehensive set of policy recommendations to support central London’s recovery - from enabling high quality place-making and affordable homes, to supporting innovation in the arts, entertainment and business, and generating economic opportunities for all Londoners.

My ‘Let’s Do London’ campaign is addressing the key short-term recommendation of the report which is to attract people back into central London and support economic activities which rely on face face-to-face interaction including hospitality, retail and culture.

In addition, my London Covid Business Forum has set out a roadmap to support London’s economic recovery over a 12 month period. It can be found here:

<https://www.london.gov.uk/publications/roadmap-safe-and-full-reopening-londons-economy-next-12-months>

Over the coming term I will work with the CAZ boroughs, communities and businesses to agree a set of a shared medium to longer term strategic priorities to ensure a strong central London recovery.

Measuring the Success of the 'Let's Do London' Campaign

Question No: 2021/3623

Hina Bokhari

How are you measuring the success of the *Let's Do London* campaign, particularly considering the need to identify areas in London's economy that may need additional support?

Measuring the Success of the 'Let's Do London' Campaign

The Mayor

Last updated: 12 SEPTEMBER , 2021

My Let's Do London campaign has a comprehensive evaluation programme to measure performance against its objectives. London & Partners are measuring the impact of the campaign on public confidence by tracking people's intentions to take a trip to London (a day trip or short overnight trips). Results already show that audiences who recall the campaign are more than twice as likely to visit London.

The campaign also tracks footfall in London and expenditure data. The Let's Do London programme is informed by this research and targets 'cold spots' of activity across the Central Activities Zone. Mid-August saw the highest average daytime visitor numbers since 19 July reopening, with weekend visitor levels at 86 per cent of the usual rate and weekdays at 62 per cent. Campaign engagement is also monitored. The campaign has so far successfully generated over 1,000 media articles and 3 million #LetsDoLondon hashtag engagements.

Investing in Support for Transferrable Roles for those Working in Areas such as Decarbonisation

Question No: 2021/3624

Hina Bokhari

How are you planning to help and support Londoners working in decarbonisation-focused roles to transition into transferable roles, once their role has been completed? For example, after the completion of retrofitting London's buildings and boilers, how will you support these skilled workers into roles ensuring their skills and expertise are not lost?

Investing in Support for Transferrable Roles for those Working in Areas such as Decarbonisation

The Mayor

Last updated: 12 SEPTEMBER , 2021

Meeting the challenge of achieving net zero carbon across existing buildings will require the creation of green jobs and upskilling Londoners in existing roles. I am confident that many of these jobs – for example, heat pump installers and electricians – will continue to be in demand, both before and after London's transition to a zero carbon city. Londoners reskilling into

decarbonising roles will also develop key transferable skills and knowledge well suited to a green economy.

It is important that employers play a lead role in identifying and shaping skills provision in the capital to ensure training leads to good job opportunities. Partnership working between employers and training providers is at the centre of my *Academies Programme* which includes the Green sector. I will ensure that this approach continues to shape Adult Education Budget (AEB) delivery, supporting Londoners into good jobs with long term career opportunities.

Supporting Sectors in Net Zero

Question No: *2021/3625*

Hina Bokhari

How are you using your powers and levers to support our leading sectors as they look to grow their offerings to support Net Zero, such as skills development in green finance?

Supporting Sectors in Net Zero

The Mayor

Last updated: 12 SEPTEMBER , 2021

Using part of the Adult Education Budget (AEB), I issued the Good Work for All Fund earlier this year. This provided additional funding to high quality training proposals in Green and other sectors identified in the London Recovery Programme as key to London's recovery from COVID-19. The funding will support new provision in retrofitting (for example, Regeneration Air Conditioning and Heat Pump Engineering, Energy Efficiency, Understanding Retrofit qualifications).

My Academies Programme will coordinate high quality training, work experience and wider support (e.g. careers advice, mentoring) in Green and other sectors. Procurement for Academy Hubs closes on 24 September 2021. Green Finance is the largest part of London's Low Carbon Environmental Goods and Services Sector, reflecting the capital's wider specialism in this area. Applications could be made to deliver green finance skills through the Academy Programme, if a strong rationale and evidence is provided in line with Hub criteria.

Skill Shortages and Attracting Talent to London (1)

Question No: *2021/3626*

Hina Bokhari

One of London's leading competitive advantages is its ability to attract diverse talent, both domestically and internationally. With recent reports of skills shortages in sectors such as hospitality and HGV drivers as a result of Brexit and the pandemic, please confirm how you will work to ensure London continues to attract the brightest and most diverse talent?

Skill Shortages and Attracting Talent to London (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

London is a leading global city and will continue to have a relative competitive advantage in attracting skilled and talented people from across the world, but Brexit and a restrictive immigration system have contributed to recruitment challenges in various sectors, including road haulage and hospitality.

Given the urgency and the scale of the challenge the Government should explore all policy levers to ensure that the immigration system meets our economic needs and helps businesses get back on their feet as quickly as possible. Earlier this year I backed calls from industry bodies for a “Covid Recovery Visa” to help attract international workers into key roles after lockdown and support the economic recovery. A time-limited visa, targeted at specific job roles, would give businesses breathing space to reopen and maintain critical services, while training UK workers in hard-to-fill vacancies and investing in their existing workforces through better job design.

Disappointingly the Government’s ‘shortage occupation list’, which could also help to ameliorate these problems, includes barely any of the roles that are now urgently needed in sectors like hospitality, construction and haulage. This is why I am lobbying for London to have devolved powers to fill vacancies in sectors where there are acute shortages, including the ability to create a more demand-led regional list of shortage occupations for London.

In the meantime, I will continue to use the powers I have to support training in London’s key sectors. For example, my Academies Programme will deliver high quality training, work experience and wider support (e.g. careers advice, mentoring) in key sectors, including hospitality. This will support Londoners into good work and career opportunities.

Skill Shortages and Attracting Talent to London (2)

Question No: [2021/3627](#)

Hina Bokhari

Could you confirm whether you are undertaking any engagement with the Home Office to ensure skills and immigration policies consider the needs of London’s economy?

Skill Shortages and Attracting Talent to London (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

In 2019, I warned the Home Secretary of City Hall’s analysis showing problems that would be caused by the Government’s new immigration rules on the very sectors that are now struggling to hire. I continue to urge Ministers to review these changes.

In particular, I have backed calls from industry bodies for a “Covid Recovery Visa” to help attract international workers into key roles after lockdown and support the economic recovery.

Central government must take a simpler approach to eligibility for learning. I want to see the removal of the three- year residency requirement for certain categories of immigrant, and more access for Asylum Seekers. The Government should also expand its ‘shortage occupation list’, to include more hospitality, construction and haulage roles.

Finally, I am lobbying for London to have devolved powers to fill vacancies in sectors where there are acute shortages, including the ability to create our own dynamic shortage occupation list.

Work Placements for Young Londoners

Question No: 2021/3628

Hina Bokhari

Under-25s in London suffered 60% of Covid job losses. Work placements are one of the best ways to get young people into employment, helping them gain practical experience, improve their CVs, and connect them with potential employers. How many work placements did young Londoners attend in the last 12 months, and how are you working with businesses to increase this number and provide people with the opportunities, resources, and confidence to take this first step into the world of work?

Work Placements for Young Londoners

The Mayor

Last updated: 12 SEPTEMBER , 2021

COVID-19 prevented schools from delivering their traditional work experience programmes last year, so I provided over 130 small, rapid grants to London's schools, FE colleges, Alternative Provision and special schools to enable innovative, COVID-19 secure experience of the workplace, to support 50,000 young Londoners.

My new *Academies Hubs* will bring together training providers, employers and other relevant organisations operating in priority sectors (creative, digital, health, hospitality and green). Hubs will help develop and coordinate London's offer of high-quality training, work experience and wider employment support and can be accessed by Londoners aged 16 and over.

We have also funded Careers Clusters projects, working with secondary schools, post-16 and FE colleges to provide nearly 4,000 work placements and internships for young Londoners.

My HeadStart Action and Head2Work projects have supported over 600 young Londoners to access employability training, career mentoring and other education and employability experiences.

London Apprenticeship Fund

Question No: 2021/3629

Hina Bokhari

London has one of the UK's highest unemployment rates and is suffering from a skills shortage. Will you consider the creation of a London Apprenticeship Fund to help restart apprenticeship growth, as has been recommended by London First?

London Apprenticeship Fund

The Mayor

Last updated: 12 SEPTEMBER , 2021

I will continue to champion apprenticeships as they offer an important route for Londoners to access the skills they need to move into and progress within work. Apprenticeships are vital in addressing skills shortages in sectors key to our recovery.

Apprenticeship funding is not currently within my jurisdiction. However, I continue to lobby Government for the powers and funding to establish a London Apprenticeship Service and to retain a proportion of London's unspent levy to create a devolved regional fund.

The success of the London Progression Collaboration (LPC) pilot has demonstrated that apprenticeship funding should be administered locally.

To date the pilot has secured pledges of £8.4m of unspent levy from large employers. This money is being drawn down by smaller employers to fully fund apprenticeship training.

My recently launched Academies Programme will also support Londoners into apprenticeships in sectors key to London's recovery.

A London Careers Service and Adult Re-Training Scheme

Question No: 2021/3630

Hina Bokhari

London First has also recently recommended the creation of a London Careers Service to provide tailored support, guidance, and training courses to those looking for work and a London Adult Retraining Scheme to support employees displaced from their jobs during the pandemic. Do you support these recommendations, and if so, how will you be using your Adult Education Budget and other levers to ensure they are delivered?

A London Careers Service and Adult Re-Training Scheme

The Mayor

Last updated: 12 SEPTEMBER , 2021

I have long argued for a London Careers Service, calling on the Government to devolve or delegate the relevant funding and responsibilities, and completely endorse London First's recommendation on this.

In the absence of the specific funding and responsibilities we need to establish such a service, we have been using European Social Fund monies and other resources to improve careers provision in London.

In October I will be launching my Careers Hubs programme, which will offer pan London support and resources to bring employers into FE Colleges as well as all London secondary schools and specialist providers.

Beyond this, through my Adult Education Roadmap consultation, we will identify how Adult Education Budget funding can better drive informed employment choices and open up quality opportunities and career pathways to more Londoners.

My Academies programme will also provide Londoners with more information on career opportunities in London's growth sectors.

'Lift the Ban' Campaign

Question No: 2021/3631

Hina Bokhari

Are you taking actions to support the Refugee Council's 'Lift the Ban' campaign?

'Lift the Ban' Campaign**The Mayor**

Last updated: 12 SEPTEMBER , 2021

It is unacceptable that people seeking asylum are left in limbo for too long without the ability to work, sometimes for years and I therefore support the aims of the Lift the Ban campaign. I have long been urging the Government publicly and privately to make policy changes to remove the barriers asylum seekers and refugees face to contributing to London and the communities in which they live.

We know that relationships built in the workplace increase people's ability to mix with those from different backgrounds to themselves. Exclusion from these opportunities can generate negative perceptions of people seeking asylum among British citizens, undermining integration and leading to discrimination. This situation must change.

London-wide Anti-Littering Campaign

Question No: [2021/3632](#)

Hina Bokhari

Littering is an ever-present and increasing issue in many parts of London, particularly during the summer months when people spend more time outside and in public spaces. Littering does not only affect the aesthetics of our beautiful city, but also impacts on the creatures and wildlife that live here. A hard-hitting and London-wide publicity campaign on the impacts of littering could have a real impact on littering levels. What consideration have you given to co-ordinating a London-wide anti-littering campaign?

London-wide Anti-Littering Campaign**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London's boroughs are responsible for the management of litter across the capital. All boroughs have now produced Reduction and Recycling Plans (RRPs), as required by my London Environment Strategy, many of which include actions on littering and public bins such as community litter picks, campaigns and on-street recycling bin provision. Through these plans I am urging boroughs to reduce waste, including litter, and find opportunities to recycle as much waste as possible including on the go recycling on streets and in parks.

I am aware that in order to reduce litter and fly tipping London Councils have carried out some research and pilots in conjunction with Keep Britain Tidy, including a pilot in Newham to educate and engage residents about the problem of fly-tipping and what to do with their bulky waste. I will continue to support boroughs to discourage people from littering and participate in initiatives such as Keep Britain Tidy's Great British Spring Clean, which I promoted and my Deputy Mayor took an active role in. My officers will also continue to work with Parks for London who are supporting parks managers to share best practice on tackling litter in our green spaces.

Restoration of the Freedom Pass to use before 9.00 am (1)

Question No: [2021/3633](#)

Caroline Pidgeon

The Secretary of State for Transport in his last Transport for London settlement letter, dated 1 June 2021 stated:

“As agreed in the previous Extraordinary Funding and Financing Agreement, if the Mayor and TfL wish Londoners to continue to benefit from travel concessions and/or other benefits above those typically available elsewhere in England (such as free travel for all Londoners aged under 18 and 60-65, excluding statutory entitlements including under the Education Act 1996) then TfL/the Mayor recognise that the costs of these additional benefits will not be met by HMG funding; and commit to meeting the costs of these additional benefits over the Financial Year 2021/22,”

As the funding of the Freedom Pass comes from local authorities and restoration of its use before 9.00am will not incur extra expenditure for TfL, why has TfL and the Department for Transport failed to agree a restoration of its use before 9.00am?

Restoration of the Freedom Pass to use before 9.00 am (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Restoration of the Freedom Pass to use before 9.00 am (1)

The Mayor

Last updated: 16 SEPTEMBER , 2021

The local authorities only fund Older Person's Freedom Pass free travel from 9:30 a.m. on weekdays. Any free travel before then has to be funded by Transport for London (TfL).

As the pandemic recedes, TfL is considering whether or not these temporary changes should be retained in the longer term, including taking into account both the impact on older people and the foregone income associated with providing free travel before 9am. You will be aware that Government has asked TfL to conduct a review of revenue raising options as a condition of the most recent TfL funding settlement.

It is worth noting that holders of these cards are still eligible for unlimited free travel on TfL's services from 9 a.m. on Mondays to Fridays and any time at weekends and bank holidays.

Restoration of the Freedom Pass to use before 9.00 am (2)

Question No: [2021/3634](#)

Caroline Pidgeon

TfL's website currently states: “We've changed the hours you can travel with your Older Person's Freedom Pass to reduce crowding on our services and help social distancing.” With social distancing rules now relaxed do these arguments still apply? What steps are being taken to ensure that the long standing practice of people being able to use their Freedom Pass for vital trips, including hospital appointments, is finally restored?

Restoration of the Freedom Pass to use before 9.00 am (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Restoration of the Freedom Pass to use before 9.00 am (2)**The Mayor**

Last updated: 16 SEPTEMBER , 2021

Last year, the Government required the Mayor and Transport for London (TfL) to change the hours of the day when holders of the Older Persons Freedom Pass and 60+ photo card could access free travel on TfL services. The weekday changes were designed to help reduce the risk of crowding and aid social distancing at busy times on the network. Whilst the decision to introduce these restrictions was not taken lightly, they remain in place while TfL monitors public transport use following the 19 July changes to Government's wider social distancing rules on all public transport networks.

As the pandemic recedes, TfL is now considering whether or not these temporary changes should be retained in the longer term, including taking into account both the impact on older people and the foregone income associated with providing free travel before 9am.

The TfL website has been updated to remove this reference to social distancing.

Ventilation on London Overground, DLR and trams**Question No: 2021/3635***Caroline Pidgeon*

To maximise ventilation and public safety, what steps have been taken to ensure platform facing doors automatically open at every stop for London Overground trains, DLR trains and trams?

Ventilation on London Overground, DLR and trams**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Ventilation on London Overground, DLR and trams**The Mayor**

Last updated: 26 OCTOBER , 2021

Trams, London Overground and Docklands Light Railway (DLR) vehicles within the Transport for London (TfL) fleet typically travel above ground over short distances. Trams are the only rail vehicle within TfL's fleet where the doors are opened by the driver on arrival at a station, and as such TfL continues to open all doors at tram stations to introduce fresh air and maximise opportunities for ventilation.

The DLR fleet is equipped with openable hopper windows and the doors configured to open at each station when the open-door button is activated by the passenger. During the first lockdown, TfL's DLR team commissioned a feasibility study to establish the practicalities of reconfiguring the fleet for automatic door opening. The outcome was that the change is not feasible with this fleet.

London Overground (LO) similarly has passenger activated door opening. All LO trains are fitted with heating, ventilation, and air conditioning systems that provide regular air changes within the vehicle.

Restoration of the 60+ London Oyster photocard to use before 9.00am**Question No: 2021/3636***Caroline Pidgeon*

TfL's website currently states: "We've changed the hours you can travel to reduce crowding on our services and help social distancing." With social distancing rules now relaxed do these arguments still apply and justify the restriction on travel facing people over 60 years of age?

Restoration of the 60+ London Oyster photocard to use before 9.00am**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Restoration of the 60+ London Oyster photocard to use before 9.00am**The Mayor**

Last updated: 15 SEPTEMBER , 2021

These changes were designed to help reduce the risk of crowding and aid social distancing at busy times on the network. Whilst the decision to introduce these restrictions was not taken lightly, they remain in place while Transport for London (TfL) monitors public transport use following the changes to Government's wider social distancing rules on all public transport networks.

As the pandemic recedes, TfL is considering whether or not these temporary changes should be retained in the longer term, including taking into account both the impact on older people and the foregone income associated with providing free travel before 9am. You will be aware that Government has asked TfL to conduct a review of revenue raising options as a condition of the most recent TfL funding agreement.

It is worth noting that holders of these cards are still eligible for unlimited free travel on TfL's services from 9 a.m. on Mondays to Fridays and any time at weekends and bank holidays.

Protected cycle route on Tooting Bec Road**Question No: 2021/3637***Caroline Pidgeon*

In response to question 2020/3789 it was stated: "Prior to the recent pandemic, TfL had decided to reassess this particular corridor to ensure that any scheme delivered would complement the existing and proposed cycle network in the area." Please share the assessment that is referred to.

Protected cycle route on Tooting Bec Road**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The coronavirus pandemic meant that Transport for London (TfL) paused work on the pedestrian and cycle project on Tooting Bec Road - along with the majority of its Investment Programme - while teams were diverted to rapid delivery of temporary on-street measures, to facilitate social distancing and support active travel.

TfL has re-started some of the safety-critical investment projects that were underway before the pandemic. My response to Mayor's Question 2021/3638 explains that there are 520 other stretches of road where the Excess Harm is the same or greater than Tooting Bec Road. The Tooting Bec Road pedestrian and cycle project remains paused subject to confirmation of future government funding in December 2021, at which stage prioritisation of locations for Healthy Streets investment will be undertaken.

TfL and I remain committed to delivering walking and cycle improvements in the area and are progressing the pedestrian and cycle improvements on Streatham Hill (<https://tfl.gov.uk/info-for/media/press-releases/2021/january/tfl-moves-forward-with-plans-to-transform-streatham-hill-for-walking-and-cycling>) and optimising the CS7 upgrade that was delivered during the pandemic.

Tooting Bec Road (1)

Question No: [2021/3638](#)

Caroline Pidgeon

What is the Casualty Harm Rate and Excess Harm data that is referenced in MQ 2020/4248 for Tooting Bec Road?

Tooting Bec Road (1)

The Mayor

Last updated: 12 SEPTEMBER, 2021

Tooting Bec Road covers multiple stretches of road used in the Casualty Harm Rate and Excess Harm analysis, referenced in Mayor's Question [2020/4248](#).

Transport for London (TfL) estimates harm by weighting casualties based on injury severity and annual average daily traffic flows to determine total harm for each location.

The average Casualty Harm for Tooting Bec Road is 73 harm per kilometre of road, and the average Excess Harm is 18 harm per kilometre of road. As Excess Harm is the additional harm observed per road segment compared to the expected harm, this means that Tooting Bec Road exhibits higher harm than the network average. There are over 520 road stretches with the same or higher risk scores. This is out of 1,721 total road stretches analysed.

As part of our Vision Zero target to eliminate deaths and serious injuries on London's roads, we are continuing to work to reduce risk across London. This includes lowering speeds, working with boroughs to reduce road danger through Local Implementation Plans, redesigning the most dangerous junctions, working with the Metropolitan Police Service, and promoting the safest vehicles.

Tooting Bec Road (2)

Question No: [2021/3639](#)

Caroline Pidgeon

Is the Casualty Harm rate and Excess Harm data (that is referenced MQ 2020/4248) for Tooting Bec Road low enough to meet the Vision Zero goals?

Tooting Bec Road (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Vision Zero is an ambitious goal which will require constant effort by a wide range of stakeholders, including Transport for London (TfL), the boroughs, policing partners and Londoners, to drive down risk to the level where no one is killed or injured.

The Excess Harm analysis is one of the analytical tools TfL uses to help direct its efforts to the areas most in need of attention, but these tools are not the solution in themselves. This tool is designed to benchmark road stretches against the network average highlighting where risk may be high and where specific interventions may be merited.

This allows TfL, London's boroughs and other delivery partners such as the Metropolitan Police Service, to react accordingly to reduce road risk using measures set out in the Vision Zero action plan, including specific interventions, projects and programmes to help make London's streets safer. This approach is consistent with the evidence-based and targeted approach TfL is taking to Vision Zero.

Tooting Bec Road (3)**Question No: 2021/3640**

Caroline Pidgeon

Does TfL have any plans to bring forward proposals to make Tooting Bec Road safer for all road users?

Tooting Bec Road (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) has previously developed a pedestrian and cycle scheme on Tooting Bec Road between Dr Johnson Avenue and Riggindale Road. An explanation as to why this project has been paused has been provided in my response to Mayor's Question 2021/3637.

Safety data as provided in my response to Mayor's Question 2021/3638, is used alongside other data such as bus performance, TfL's strategic cycle analysis (<https://tfl.gov.uk/corporate/publications-and-reports/cycling>), Strategic Walking Analysis (<http://content.tfl.gov.uk/strategic-walking-analysis.pdf>), and growth to inform where TfL investment to make changes on the road network should be prioritised.

Use of casualty data**Question No: 2021/3641**

Caroline Pidgeon

Further to your response to question 2021/2683 does your reply mean that outside of the 73 junctions referenced, the mapped data referred to in 2020/4248 does not exist?

Use of casualty data**The Mayor**

Last updated: 12 SEPTEMBER , 2021

In my previous response to Mayor's Question [2021/2682](#), Transport for London (TfL) provided a ranked list of 1,721 road links, across the Transport for London Road Network (TLRN) and London Borough Principal Road Network (BPRN), which can be used to identify the casualty harm rate and excess harm at these locations. This covers more than the 73 junctions referenced in Mayor's Question [2021/2683](#). The casualty harm rate and excess harm analysis was used alongside other data to prioritise the 73 road safety schemes, 43 of which have now received safety improvements.

TfL is committed to measuring risk and making this information publicly available, as demonstrated by the "Road Danger Reduction Dashboard" at:

<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

Mapping of casualty harm rate and excess harm data**Question No: [2021/3642](#)**

Caroline Pidgeon

How many boroughs have had access so far to the mapped data that was referred to in question 2020/4248? For those boroughs that have not had sight of the data referenced in question 2020/4248, how can they be expected to achieve the vision zero goal?

Mapping of casualty harm rate and excess harm data**The Mayor**

Last updated: 12 SEPTEMBER , 2021

A total of 224 users across 33 boroughs and the Greater London Authority have access to the available data referenced in Mayor's Question 2020/4248. Transport for London (TfL) does not track individual access to the data and so cannot confirm how many boroughs have accessed which data.

TfL works closely with boroughs at all levels and encourages them to use an evidence-based approach to identifying priorities to reduce road danger on the roads they manage. TfL and boroughs work together to ensure that funding continues to be spent in areas that will deliver the greatest reductions in road risk.

Cycle Infrastructure design LTN 1/20 standard (1)**Question No: [2021/3643](#)**

Caroline Pidgeon

What steps is TfL taking to ensure that the road maintenance programme combines with updating street layouts to be compliant with LTN 1/20 standards?

Cycle Infrastructure design LTN 1/20 standard (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Cycle Infrastructure design LTN 1/20 standard (1)**The Mayor**

Last updated: 19 SEPTEMBER , 2021

There are significant and cost-effective opportunities to provide cycle infrastructure during the construction and maintenance of highway works, particularly in new developments. This is recognised in the National Planning Policy Framework and the Local Cycling and Walking Infrastructure Plan Guidance. It is important that cycle infrastructure requirements are embedded into local authority planning, design and highway adoption policies and processes. This ensures that good quality cycle infrastructure is delivered in all new developments, new highways and highway improvement schemes.

The Transport for London highways team is undergoing a Healthy Streets training process to further embed minor design changes such as decluttering and bike stand rollout into day-to-day operations, in collaboration with the GLA Infrastructure Coordination Service. TfL intends to document opportunities for these healthy streets 'micro improvements' across the entirety of the network as part of day-to-day maintenance activities. This will also make it easier to combine such improvements with utilities streetworks, so that when gas, water, electricity, and telecoms companies dig up the road, they can incorporate minor upgrades when reinstating. For example, they might reinstate a pavement with a lowered kerb to improve accessibility. These small changes, which add little or no cost to works, would have a substantial impact on walking and cycling across London once implemented at scale. To start, TfL will pilot this approach on the GLA Infrastructure Coordination Service's collaborative streetworks projects, where utilities, telecoms and transport providers partner to 'dig once' together and reduce road network disruption.

Cycle Infrastructure Design LTN 1/20 Standard (2)**Question No: 2021/3644***Caroline Pidgeon*

When does TfL expect all of the Transport for London Road Network to meet LTN 1/20 infrastructure design standards?

Cycle Infrastructure Design LTN 1/20 Standard (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

LTN 1/20 Cycle Infrastructure Design guidance is intended to be used to ensure high standards for the delivery of new cycling schemes.

Analysis of the TLRN would suggest that not all sections of the network require dedicated cycling provision, for example on suburban arterial roads where cyclists can be better provided for on parallel roads. As such we would not expect to apply the national cycling design guidance on all of the TLRN.

As set out in LTN 1/20, local authorities and Transport for London (TfL) are responsible for setting design standards for schemes that they implement on their roads. Much of LTN 1/20 was based on TfL's London Cycling Design Standards and so is largely aligned with our existing guidance already.

TfL and the boroughs benefit from having guidance tailored for the London context, which links with wider London policy documents, including the London Plan. TfL will continue to

follow this guidance when delivering new cycling schemes on the Transport for London Road Network.

Cycle Infrastructure Design LTN 1/20 Standard (3)

Question No: [2021/3645](#)

Caroline Pidgeon

What timeline is in place for boroughs via Local Implementation Plan (LIP) funding to have all of their street network compliant with LTN 1/20 infrastructure design standards?

Cycle Infrastructure Design LTN 1/20 Standard (3)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Boroughs deliver my Transport Strategy via their Local Implementation Plans. Over the past year 'business as usual' delivery of the plans has been paused as boroughs responded, through the Streetspace programme, to rapidly deliver temporary infrastructure to enable Londoners to travel safely during the covid-19 pandemic. Transport for London (TfL) is now working with boroughs to develop the next iterations of their delivery plans, these represent a key opportunity to build on Streetspace to accelerate London's delivery of high-quality cycle and walking infrastructure.

TfL and London's boroughs have an obligation to comply with the Department for Transport's LTN 1/20 Cycle Infrastructure Design, as set out in the Transport for London Settlement Letter (DfT, June 2021). As set out in my answer to question 2021/2684, LTN 1/20 states that it is to be used by local authorities when setting design standards for their roads. TfL is complying with LTN 1/20 by setting its own standards, while being cognisant of the recommendations set out in national guidance. Much of the LTN 1/20 was based on TfL's London Cycling Design Standards (LCDS, 2016). For five years TfL and the boroughs have benefitted from having guidance tailored for the London context, which links with wider London policy documents, including the London Plan. TfL will continue to refer to the LCDS and more recent cycle route Quality Criteria published in May 2019 as the primary resources for cycling design and delivery in London.

TfL High Barnet Station development (1)

Question No: [2021/3646](#)

Andrew Boff

Will you please confirm the current status of the proposed TfL development at High Barnet tube station?

TfL High Barnet Station development (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL High Barnet Station development (1)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Transport for London (TfL) has been working with Taylor Wimpey to deliver hundreds of homes at High Barnet and Finchley Central. Unfortunately, as a result of the pandemic, Taylor Wimpey has restructured its organisation and it no longer wishes to pursue the opportunities in Barnet. TfL is committed to bringing forward homes in these locations and is considering its next steps given the urgent need to tackle the capital's housing crisis. TfL will engage with the local community and Barnet Council throughout.

TfL High Barnet Station development (2)**Question No: 2021/3647***Andrew Boff*

Will the proposed TfL development at High Barnet tube station still be going ahead?

TfL High Barnet Station development (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL High Barnet Station development (2)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Please see my response to Mayor's Question [2021/3646](#).

TfL High Barnet Station development (3)**Question No: 2021/3648***Andrew Boff*

Is Taylor Wimpey still the development partner for TfL's High Barnet tube station development?

TfL High Barnet Station development (3)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL High Barnet Station development (3)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Please see my response to Mayor's Question [2021/3646](#).

Right to Buy Back scheme (1)**Question No: 2021/3649***Andrew Boff*

What will be the total funding for the Right to Buy Back scheme?

Right to Buy Back scheme (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

There is no ring-fenced funding set aside for my new Right to Buy-back fund. Funding allocations made as part of my Right to Buy-back fund will be determined in accordance with demand from councils and in line with other programme requirements.

Right to Buy Back scheme (2)**Question No: 2021/3650***Andrew Boff*

How many homes will be purchased under the Right to Buy Back scheme and in what timescale?

Right to Buy Back scheme (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Right to Buy-back fund does not set any targets in terms of number of homes that must be delivered. The number of homes supported through the fund will be dependent on the appetite of councils and subject to the wider terms of GLA funding programmes.

The Right to Buy-back fund forms part of my wider Affordable Homes Programme 2016-2023, which will deliver 116,000 genuinely affordable homes. In line with these programme requirements, acquisitions funded through the Right to Buy-back fund must be complete before March 2023.

Right to Buy Back scheme (3)**Question No: 2021/3651***Andrew Boff*

Will the Right to Buy Back scheme be funded from the Affordable Housing Programme? Otherwise, how is the scheme being funded?

Right to Buy Back scheme (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Right to Buy-back fund forms part of the Affordable Homes Programme 2016-2023, which includes the Building Council Homes for Londoners programme.

Where bids meet the terms of other GLA programmes, the GLA will have discretion to direct bids to other programmes accordingly (in consultation with the relevant borough). For example, some boroughs may be able to draw down ringfenced Right to Buy receipts to support buy-backs and other acquisitions.

Right to Buy Back scheme (4)**Question No:** [2021/3652](#)*Andrew Boff*

Will homes purchased under the Right to Buy Back scheme count towards the GLA affordable housing programme?

Right to Buy Back scheme (4)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Right to Buy Back scheme (4)**The Mayor**

Last updated: 11 OCTOBER , 2021

All homes funded through my Affordable Homes Programme will be counted towards the Affordable Homes Programme delivery target. This means that acquisitions that form part of my Right to Buy-back offer and which are funded through the Affordable Homes Programme 2016-2023 will be counted towards this target.

Right to Buy Back scheme (5)**Question No:** [2021/3653](#)*Andrew Boff*

Will homes purchased under the Right to Buy Back scheme have to be within the Greater London boundary? If not, what will be the geographical limit?

Right to Buy Back scheme (5)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Yes. All homes purchased under the Right to Buy-back scheme will have to be located within the Greater London boundary.

Right to Buy Back scheme (6)**Question No:** [2021/3654](#)*Andrew Boff*

Will homes purchased under the Right to Buy Back scheme have to be within the respective borough boundary? If not, what will be the geographical limit?

Right to Buy Back scheme (6)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Yes. Homes acquired through this fund must typically fall within the boundary of the bidding borough.

The GLA will make some exceptions to this requirement, on a case-by-case basis. For example, the GLA is willing to support acquisitions that fall outside of a respective borough boundary

where accommodation is being used to house individuals or households who are at risk of domestic violence.

Right to Buy Back scheme (7)

Question No: [2021/3655](#)

Andrew Boff

Further to your recent announcement, how many additional Right to Buy Back homes do you intend to procure for Afghan refugees, what will be the additional cost, and how quickly will these homes be made available?

Right to Buy Back scheme (7)

The Mayor

Last updated: 12 SEPTEMBER , 2021

There is no ring-fenced funding set aside for my new Right to Buy-back fund. In respect of homes procured for Afghan refugees, I have asked my team to discuss higher grant rates for family-sized homes with councils where this is needed to secure larger properties quickly. Funding allocations will be made in accordance with council-led demand and in line with other programme requirements. Given the urgency of this situation, homes funded through this offer for Afghan refugees must be purchased or otherwise completed by March 2022.

Affordable homes (1)

Question No: [2021/3656](#)

Andrew Boff

What is your annual target for GLA-funded affordable housing starts in the current financial year?

Affordable homes (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The target range for starts on site in the current financial year is 16,000 to 18,300, as agreed with MHCLG.

Affordable homes (2)

Question No: [2021/3657](#)

Andrew Boff

What are your annual targets for GLA-funded affordable housing starts for each of the financial years 2022-23, 2023-24, 2024-25 and 2025-26?

Affordable homes (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The target range for starts on site in 2022-23 is 25,422 to 27,722. The starts target after 2023/4 is being agreed with MHCLG following the agreement of the funding settlement this week.

Affordable homes (3)**Question No:** 2021/3658*Andrew Boff*

What are your annual targets for GLA-funded affordable housing starts under the 2016-23 Affordable Housing Programme for each of the financial years 2021-22 and 2022-23?

Affordable homes (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The target for 2021/22 is 16,000 to 18,300 and the target for 22/23 is 25,422 to 27,722.

Affordable homes (4)**Question No:** 2021/3659*Andrew Boff*

What are your annual targets for GLA-funded affordable housing starts under the 2021-26 Affordable Housing Programme for each of the financial years 2021-22, 2022-23, 2023-24, 2024-25 and 2025-26?

Affordable homes (4)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The annual starts targets for the Affordable Homes Programme 2021-26 are being agreed with MHCLG following the funding settlement this week.

Retrofitting**Question No:** 2021/3660*Andrew Boff*

At a recent Housing Committee meeting we heard that GLA-funded affordable homes may require retrofitting in future. Could you please confirm how many of the homes started since May 2016 that this will apply to, and what the retrofitting costs would be?

Retrofitting**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The GLA does not typically monitor the energy efficiency of homes funded via the Affordable Homes Programme post-completion. In addition, many of the homes funded through the Mayor's Affordable Homes Programmes are yet to be built. Therefore, it is not possible to quantify the number of homes requiring future retrofit or the associated costs.

My Affordable Homes Programme 2021-2026 introduces a range of new sustainability standards, which reflect London Plan 2021 requirements. Adherence to these standards will mean new affordable homes funded by the Mayor go beyond building regulation requirements, meet the highest environmental standards and will minimise the need for these homes to be retrofitted in the future.

The GLA is also introducing a new post-occupancy evaluation pilot as part of the new

Affordable Homes Programme 2021-2026, which will require some delivery partners to monitor the energy efficiency of GLA-funded homes post-completion. The London Plan's Be Seen Energy Monitoring policy also requires new major developments to monitor energy performance for five years following construction.

Deaths from Alcohol (1)

Question No: [2021/3661](#)

Emma Best

Public Health England recently reported a 20% rise in deaths directly caused by drinking alcohol in England during the pandemic. What research have you undertaken to discover the figures for London and how are you working with partners to address this issue?

Deaths from Alcohol (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Increases in death and illness arising from alcohol use are of great concern. While in some respects the situation in London is not as acute as the situation in other areas revealed in the recent report referred to ([Monitoring alcohol consumption and harm during the COVID-19 pandemic](#), Public Health England (PHE), July 2021, Figure 24) it is clear more needs to be done. Partners are already progressing commitments made in the NHS Long Term Plan. For example, the NHS, PHE London and local partners have been working to identify and recommend early adopter sites to receive additional funding to develop their Alcohol Care Teams in 5 hospitals across London. I will continue to support work by national and regional partners which seeks to reduce the harm associated with excessive alcohol consumption.

Deaths from Alcohol (2)

Question No: [2021/3662](#)

Emma Best

In light of Public Health England recent findings that there was a 20% rise in deaths directly caused by drinking alcohol in England during the pandemic, what work are you undertaking to identify and address the health inequalities related to deaths from drinking alcohol in London?

Deaths from Alcohol (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

The recent PHE report [Monitoring alcohol consumption and harm during the COVID-19 pandemic](#) referenced in the previous question clearly shows the link between deprivation and the highest rates of alcohol related harm. Our programme to reduce health inequalities and tackle deprivation will help reduce the drivers of alcohol related harm. We will also work with national and regional partners to support alcohol specific work including improving access to treatment and effective licensing and regulation. The partner work programme to further develop hospital-based Alcohol Care Teams, referred to in the previous response, directly contributes to addressing inequalities and reducing the harm caused by alcohol to Londoners with special reference to COVID impact.

Eating Disorder Hospital Admissions

Question No: [2021/3663](#)

Emma Best

With reports showing there has been a 50% increase in the number of under 20s with eating disorders being admitted to hospitals in England during the pandemic, how are you working with partners in London to address this issue in London's recovery from the pandemic?

Eating Disorder Hospital Admissions

The Mayor

Last updated: 12 SEPTEMBER , 2021

These reports are deeply concerning. We know young Londoners' mental health and wellbeing is being disproportionately impacted by the pandemic and addressing this is a key priority for London's Recovery Programme.

This year I invested £70,000 in expanding Good Thinking's digital mental health support offer to young Londoners. This includes information, advice and support for young people, parents and carers affected by an eating disorder. I was proud to launch Good Thinking's expanded offer earlier this year and will continue to work with partners to promote the resources to Londoners.

In response to the increase in eating disorder referrals, a partnership has been developed between Healthy London Partnership, [Beat](#) and children and young people's mental health Inpatient Provider Collaboratives. As part of this work, eating disorder guidelines for primary care professionals have been updated and endorsed to professionals across London by my health advisor Dr Tom Coffey.

Angerstein Roundabout (1)

Question No: [2021/3664](#)

Emma Best

At what stage are TfL plans to redesign the Angerstein Roundabout?

Angerstein Roundabout (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) has made trial improvements to the Angerstein Roundabout so that people can cycle through the junction without having to mix with motor traffic, and people walking have a more direct route. These improvements were delivered as part of TfL's emergency response to the pandemic and include providing new toucan crossings from the A206 and widening the pavement.

Proposals for more transformational changes at the roundabout were included in a public consultation in January 2020 but were put on hold in March 2020 at the start of the pandemic. Feasibility design work on this scheme has only recently restarted. These proposals will be contingent on a decision on how to move forward with the trial scheme currently in use and on the availability of future funding.

Angerstein Roundabout (2)**Question No:** [2021/3665](#)*Emma Best*

How soon can residents expect to see improvements to the Angerstein Roundabout?

Angerstein Roundabout (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see my response to Mayor's Question 2021/3664.

Face-to-Face GP Appointments**Question No:** [2021/3666](#)*Emma Best*

With reports of some GPs ignoring orders to allow patients face-to-face appointments, and given your remit for addressing health inequalities, how are you working with NHS London and other health partners to boost access to face-to-face appointments in London?

Face-to-Face GP Appointments**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I understand from NHS colleagues that half of all general practice appointments during the pandemic have been delivered in person. Between May and July 2021 the proportion of face-to-face appointments in London has increased, with over 2 million face-to-face appointments provided in June. Public messaging has been issued which explains how patients can safely access healthcare services and the importance of coming forward with any health concerns. A communications toolkit was shared with all practices for consistent messaging. NHS London has worked with commissioners to prioritise support to practices reporting very low levels of face-to-face appointments. Practices are required to respect patient preferences unless there are good clinical reasons to the contrary. NHS commissioners will investigate any complaint from a patient that they are being refused face-to-face consultations when there is an identified need.

COVID-19 Booster Vaccination Programme**Question No:** [2021/3667](#)*Emma Best*

What actions are you taking to promote and assist the COVID-19 Booster Vaccination programme whilst also working to boost vaccine uptake amongst the unvaccinated?

COVID-19 Booster Vaccination Programme**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The NHS is awaiting final guidance from the Joint Committee on Vaccination and Immunisation on COVID-19 boosters and co-administration of the flu vaccine. The Mayor/ GLA will proactively support London-wide communications on the booster programme once the guidance is published.

Public Toilets Targets

Question No: [2021/3668](#)

Emma Best

What targets have you set for improving access to public toilets in London throughout this mayoral term?

Public Toilets Targets

[The Mayor](#)

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Public Toilets Targets

[The Mayor](#)

Last updated: 11 FEBRUARY , 2022

Public toilets are a vital facility for everyone. A range of organisations including small businesses, retailers, commercial organisations and local authorities provide and maintain toilets accessible to the public. Our aim is to encourage all providers to maintain, and where possible, increase the number of toilets available for use by the public. This includes offering access to toilets which are open 24 hours which can be of benefit to people working and accessing London's night-time economy. We also require new large-scale developments and encourage providers to offer a choice of toilets, including Changing Places toilets, in line with my London Plan policy S6.

Mapping Public Toilets

Question No: [2021/3669](#)

Emma Best

On 20th August, Age UK tweeted "The @GBToiletMap shows 1558 public toilets in London. In some boroughs there's over 100, which is a relief. In others it's less than 20!..." What actions are you taking to not only increase public toilet provision in London but also ensure that what public toilets there are in London, are mapped and publicised sufficiently?

Mapping Public Toilets

[The Mayor](#)

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Mapping Public Toilets

[The Mayor](#)

Last updated: 11 FEBRUARY , 2022

No one should be worried about locating a toilet when they are out and about in London. There is variation in the number of toilets in different parts of the city.

My Good Growth investment is creating or refurbishing more than 250 toilet units, Transport for London (TfL) is also improving its toilet provision and my London Plan Policy S6 requires large-scale developments that are open to the public – such as shopping centres or large community spaces – to provide free, publicly accessible toilets suitable for a range of users. In

respect of high street access, I support borough community toilet schemes that promote access to toilets on commercial and retail premises by members of the public; I will continue to work with boroughs, TfL and businesses to provide inclusive and accessible toilet services in London.

I encourage local authorities and businesses that provide publicly accessible toilets to ensure they have clear signage and are proactive in promoting the availability of their facilities via online mapping and information services

London Drug Commission Members

Question No: 2021/3670

Emma Best

How will you select the independent experts for your London Drug Commission and when will this take place?

London Drug Commission Members

The Mayor

Last updated: 13 SEPTEMBER , 2021

As I set out in my manifesto, I will establish a London Drug Commission of independent experts who will examine the effectiveness of our drugs laws, with a particular focus on cannabis. My officials are working hard on this, and I will be very happy to provide further updates to the Assembly in due course.

Drug Harm Reduction Evidence

Question No: 2021/3671

Emma Best

What evidence have you gathered which shows how best we can reduce the harm that drugs like cannabis cause?

Drug Harm Reduction Evidence

The Mayor

Last updated: 12 SEPTEMBER , 2021

It is vital that we work to reduce substance misuse-related health harms by bolstering treatment and the pathways into those services. For those in contact with the criminal justice system, research has also shown this to be effective in reducing offending behaviour. This is supported by a recent review of Drug Intervention Programmes and subsequent development of recommendations commissioned by MOPAC, as well as the recent Dame Carol Black report. MOPAC and the GLA Health Team are working closely with partners across London to improve pathways from the criminal justice system into treatment.

In November 2020 I published my policing Action Plan and instructed MOPAC to commission independent academic research, using open-source data, to assess the effectiveness of cannabis enforcement in relation to tackling violence in London. The research was put out to tender following publication of the action plan with MOPAC selecting a provider earlier this year. The research has started with delivery of the final report expected in the winter.

Trans Access to Healthcare**Question No:** [2021/3672](#)*Emma Best*

Given your remit for addressing health inequalities, how have you and will you advocate for improved access to healthcare for the trans community in London?

Trans Access to Healthcare**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Health inequalities continue to affect many Londoners, especially in the light of COVID-19. They can substantially increase the risk of poor health, including that of the trans community of whom I am a proud ally.

It is important that the trans community have fair access to healthcare that meets their needs. I recognise the difficulties that many trans people have experienced in obtaining such access. While championing the NHS for the excellent work it does, I will continue challenging it to deliver for all Londoners.

As you know, I do not have responsibility for the delivery of health and care services and my role is one of advocacy. However, I regularly meet with the leadership of the NHS in London and will continue to raise the issue of trans access to healthcare and the provision of appropriate services.

London Power**Question No:** [2021/3673](#)*Emma Best*

Do you think it is right commercially for your energy company London Power not to have customer number targets?

London Power**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Energy companies operate in a very volatile market, particularly over the last 18 months with the Covid-19 pandemic driving both record-low and record-high wholesale prices. London Power operates by projecting scenarios for sustainable growth, rather than setting targets. This allows the company to remain flexible and adapt to changing market conditions. As a commercial entity, we do not publish our growth scenarios, as this information is commercially confidential; no other energy company would publish such information.

London Power**Question No:** [2021/3674](#)*Emma Best*

Do you envisage London Power doubling its current number of customers by the end of the year?

London Power**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Power has acquired over 6,000 customers since launching in January 2020. We hope to continue growing London Power's customer base sustainably.. However, we are currently operating in a very challenging market, with wholesale gas and electricity prices at record levels having doubled over the past year. This high cost environment is likely to affect switching behaviour across the sector this winter, and drive customers towards unsustainably priced "tease and squeeze" style tariffs.

London Power**Question No: 2021/3675**

Emma Best

How will you help London Power make a profit this year?

London Power**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Power is still in the start-up phase, but we hope that we will cover our running costs within the first four-year contract term. We are already delivering fair, affordable, green energy to over 6,000 London households, and hope many more Londoners sign-up over the coming months.

To do this, we are developing a number of innovative new channels to support London Power's growth. In addition, we continue to work with London boroughs, housing associations and other stakeholders to support ongoing promotion of London Power.

London Power**Question No: 2021/3676**

Emma Best

When will Londoners benefit from any profit made by London Power?

London Power**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London Power was established to offer fair-priced, affordable, green energy for Londoners, not to provide a revenue stream for the GLA. However, we hope that London Power will grow sufficiently within the first 4-year term to cover its annual running costs, though the timing will depend on the speed of customer uptake. We cannot state when we expect this due to commercial confidentiality. Any surplus made above these costs will be reinvested into London's communities to deliver social and environmental goals.

Cost of Extinction Rebellion protests

Question No: [2021/3677](#)

Emma Best

What is your assessment of the cost of the Extinction Rebellion protests on small businesses and London's economic recovery?

Cost of Extinction Rebellion protests

The Mayor

Last updated: 13 SEPTEMBER , 2021

There was an immediate cost and burden on our police. Officers were redeployed from their normal duties to help meet the exceptional demands of policing these protests.

As well as diverting police resources at a vital time, disruptive and unlawful protests could hamper our green recovery and risk turning public opinion against a vitally important campaign. I have always supported the democratic right to protest, and I urge anyone who protests in London to co-operate fully with the police and to act peacefully, safely and lawfully at all times.

I share the passion of those who have taken to the streets to highlight the urgent need to tackle the climate crisis. This is an issue I care deeply about, which is why I've ensured London is leading the world in taking bold action to reduce carbon emissions, with a commitment to make our capital zero-carbon by 2030.

However, this does not mean that individuals should be committing unlawful acts and creating disruption to Londoners.

Mitigating Costs of Extinction Rebellion Protests

Question No: [2021/3678](#)

Emma Best

What actions have you undertaken to mitigate the costs of the Extinction Rebellion protests to London's small businesses and economic recovery?

Mitigating Costs of Extinction Rebellion Protests

The Mayor

Last updated: 13 SEPTEMBER , 2021

Small businesses are having to manage any disruption alongside the long-term effects of the pandemic. I continue to help businesses through a variety of business support measures through my London Business Hub and other programmes.

I share the passion of those who have taken to the streets to highlight the urgent need to tackle the climate crisis. This is an issue I care deeply about, which is why I've ensured London is leading the world in taking bold action to reduce carbon emissions, with a commitment to make our capital zero-carbon by 2030.

However, this does not mean that individuals should be committing unlawful acts and creating disruption to Londoners.

Speaking up for businesses**Question No:** [2021/3679](#)*Emma Best*

Will you commit to speaking out against the negative impact of the Extinction Rebellion protests on small businesses as London's economy recovers?

Speaking up for businesses**The Mayor**

Last updated: 13 SEPTEMBER , 2021

I share the passion of those who have taken to the streets to highlight the urgent need to tackle the climate crisis. This is an issue I care deeply about, which is why I've ensured London is leading the world in taking bold action to reduce carbon emissions, with a commitment to make our capital zero-carbon by 2030.

However, this does not mean that individuals should be committing unlawful acts and creating disruption to Londoners, and I continue to urge Extinction Rebellion to think about the wider impact of their tactics.

Business Engagement**Question No:** [2021/3680](#)*Emma Best*

Have you engaged with and spoken with businesses who have been negatively impacted by the Extinction Rebellion protests this summer to hear their concerns?

Business Engagement**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Yes, Rajesh Agrawal, my Deputy Mayor for Business, and I have engaged and spoken with businesses this summer who have been negatively impacted by protests, including Extinction Rebellion protests.

My Deputy Mayors, Night Czar and officers meet regularly with businesses large and small both individually and through stakeholder bodies such as my Business Advisory Board, the London Economic Action Partnership and the London Covid Business Forum.

Safer Neighbourhoods Teams Panels**Question No:** [2021/3682](#)*Emma Best*

What work is taking place to ensure the 24 wards without Safer Neighbourhoods Teams (SNT) panels in London form these?

Safer Neighbourhoods Teams Panels**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Safer Neighbourhoods Teams Panels**The Mayor**

Last updated: 19 SEPTEMBER , 2021

The Metropolitan Police Service (MPS) is responsible for establishing and maintaining SNT panels. The MPS acknowledge that a small number of London's wards do not have dedicated SNT panels. It should be noted that a small number of these will be due to two wards deciding to merge their panels, as such there will not be as many panels as there are wards. Nonetheless, it is the clear ambition of the MPS, and me, that all wards will have an effective panel in place. Work to achieve this is overseen by Commander Heydari across all BCUs, and progress is reviewed regularly with the relevant neighbourhood Superintendents.

Knife wands (1)

Question No: [2021/3683](#)

Emma Best

How many schools in London are currently using knife wands?

Knife wands (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Knife wands (1)**The Mayor**

Last updated: 19 SEPTEMBER , 2021

Please see [2021/3212](#) for the latest information on the usage of Knife Wands in London.

Knife wands (2)

Question No: [2021/3684](#)

Emma Best

How much Mayoral funding has been used on supporting schools access knife wands (broken down by year)?

Knife wands (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

MOPAC provided £10,000 to the Metropolitan Police Service to purchase knife wands to be used in schools in 2017/18, and £10,000 in 2018/19.

NHS ULEZ Exemptions

Question No: [2021/3685](#)

Emma Best

Will you look at extending and simplifying NHS exemptions for emergency healthcare facilities in the expanded ULEZ area, where in some instances there are simply no direct public transport connections?

NHS ULEZ Exemptions**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

NHS ULEZ Exemptions**The Mayor**

Last updated: 15 DECEMBER , 2021

Air pollution is the biggest environmental risk to health in London. NHS staff will recognise its effects in their work with patients and the community. Based on the success of the central Ultra Low Emission Zone (ULEZ) and other actions I've taken, I am confident expanding the ULEZ will help deliver wider benefits for London, including saving the NHS around £5 billion and preventing over one million air quality-related hospital admissions over the next 30 years.

Hospitals within the expanded zone are highly accessible by public transport. In addition, 87 per cent of vehicles operating in the expanded zone are already compliant with the new ULEZ standards meaning the vast majority of patients will not need to pay the charge. The NHS patient reimbursement scheme is also available for eligible patients.

Outer London Public Transport**Question No: 2021/3686***Emma Best*

Will you invest in an urgent review on the state of public transport across Outer London, where currently the push to go carless is leaving many isolated?

Outer London Public Transport**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Outer London Public Transport**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The overarching aim of my Transport Strategy is to achieve mode shift from the car to walking, cycling and public transport across all of London, including in outer London. This mode shift is crucial to cleaning up London's air, reducing carbon emissions and enabling London's sustainable growth. It is also vital that we avoid a car-led recovery from the pandemic, which requires good, sustainable transport alternatives.

Transport for London (TfL) has recently completed an in-depth review of the delivery of all aspects of my transport strategy, including improving public transport, and reported their findings to the TfL Board. The report is published on the TfL website (<https://content.tfl.gov.uk/the-mayors-transport-strategy-update-2020-21-acc.pdf>). The report identifies areas where progress has been made. The report also identifies those areas where further, continued investment will be required to avoid a car-led recovery from the pandemic and to deliver the longer-term aims of my Transport Strategy, such as improving bus services in outer London.

My focus is to address the priorities identified in this report, which includes securing the necessary funding to further improve public transport in outer London.

NHS Fertility Treatment Concerns

Question No: [2021/3687](#)

Emma Best

Thank you for your response to my question 2021/2821. Will you put on record your concern about NHS fertility treatment as a pertinent health inequality in London and pledge to offer your support for fairer treatment wherever possible?

NHS Fertility Treatment Concerns

The Mayor

Last updated: 12 SEPTEMBER , 2021

I share your concerns about this unfair and inequitable postcode lottery in access to NHS fertility treatment, where services do not seem to be universally provided based on the needs of women and families. As I stated in my earlier response, the NHS acknowledges that the provision of IVF treatment varies by geography and depends on local Clinical Commissioning Group (CCG) policies. I remain committed to eradicating injustice in any area of access to healthcare, though, as you know, I have no direct responsibility for the commissioning or delivery of NHS services. Londoners should, of course, expect to be able to access the healthcare services they need, where and when they need them, regardless of where they live, their background, or their ability to pay for private treatment. I will write to the NHS to establish the current situation in London and to ask what plans they have to tackle the issue of inequity in access to NHS fertility treatment.

TfL Advertising for HIV Treatment

Question No: [2021/3688](#)

Emma Best

Will you commit to providing free Transport for London advertising space to encourage HIV testing and up to date information about HIV?

TfL Advertising for HIV Treatment

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL Advertising for HIV Treatment

The Mayor

Last updated: 23 MARCH , 2022

I am committed to doing everything in my power to end new transmissions of HIV in London by 2030 with an 80 per cent reduction by 2025. This includes advocating for making PrEP more accessible and tackling the stigma around HIV which can stop people coming forward to get tested.

I was pleased to see that local authorities who commission "Do It London" have previously used the Transport for London (TfL) network to share their important message about HIV prevention and testing. My officers have considered this request for advertising space for HIV prevention

and testing on the TfL network. However, unfortunately I am not in a position to offer further advertising space for free at this time as the Greater London Authority only has very limited allocated space on the TfL network and all our campaigns are already scheduled this year. I understand that TfL's own allocation is also already taken up with other important transport campaigns in support of London's recovery from the pandemic.

I will continue to promote this vital issue across other channels and platforms, including on my social media and in press comments. This not only includes promoting HIV testing, but important information about PrEP and U=U. My officers are in contact with the Terrence Higgins Trust to coordinate these activities. It is vital that we continue to work together across the city to share information that will help tackle the stigma that still sadly impacts those in our community living with HIV.

For details of the other actions I am taking, please see my response to [MQ 2021/1940](#) and [MQ 2021/2338](#).

Pride In London Community Advisory Board

Question No: [2021/3689](#)

Emma Best

In May 2021, following the immediate resignation of the entire Pride in London community advisory board, the organisation released a statement apologising 'to the community and those persons who have experienced racism, bullying or any other form of discrimination whilst volunteering with us, as well as our shortfalls in acting swiftly to recognise and resolve these issues'.

A mayoral spokesperson issued a statement in response advising, 'The Mayor is committed to tackling all forms of racism, inequality and discrimination. His team is working closely with the current organisers, Pride in London, and is clear that the event must represent London's values of diversity and inclusion, and the LGBTQ+ community'.

The former members of the Community Advisory Board called for the Mayor to conduct an independent investigation into the 'alarming accounts of marginalisation' and 'bullying of volunteers by senior individuals'. Will you commit to this?

Pride In London Community Advisory Board

The Mayor

Last updated: 12 SEPTEMBER , 2021

I am committed to tackling racism and inequalities in all its forms and I take any allegations of this nature extremely seriously. Following these abhorrent bullying allegations and behaviour in March 2021, GLA officers met with Pride in London to discuss these claims and to make clear our expectations as set out in the funding agreement which is in place between the GLA and Pride in London. A new Pride in London board was appointed in May 2021 following a number of resignations from the board of directors.

The goal of our ongoing work with Pride in London's new board is to ensure that during their remaining tenure; transparency, inclusion, and equity are prioritised, as well as regular, effective and respectful communication across the LGBTQ+ community.

My commitment is to ensure that they fulfil their commitments throughout the final year of the funding agreement.

LGBTQ+ Opportunities

Question No: [2021/3690](#)

Emma Best

London's Pride events can be truly life-changing. A safe and welcoming space for young people or those struggling with their identity to grow into their own skin. With no large Pride in London event this year how will you look to provide more opportunities for LGBTQ+ Londoners than usually programmed for those who missed that vital opportunity both this year, and last, to meet, celebrate and feel safe?

LGBTQ+ Opportunities

The Mayor

Last updated: 12 SEPTEMBER, 2021

We are guided by the LGBTQ+ community in terms of what they think they need as a space in which to meet, celebrate, and feel safe in London, so that is why we fund a community-led organisation to deliver Pride. While I'm sad that we won't be coming together in the usual way, I know the LGBTQ+ venues across London will be welcoming people through their doors to celebrate in their own way. LGBTQ+ venues are important community spaces for Londoners, providing safe and welcoming places to meet and making a significant contribution to the night-time economy. I've been doing all I can to support LGBTQ+ venues throughout the pandemic through my Culture at Risk office and by providing dedicated support and grants through my Culture and Risk Business Support Fund.

Pride London 2021

Question No: [2021/3691](#)

Emma Best

Is it a source of regret for you that London was not able to put on a large scale Pride event this summer?

Pride London 2021

The Mayor

Last updated: 12 SEPTEMBER, 2021

It is truly a shame that we won't be able to come together on the streets of London for Pride for the second year in a row. This annual parade shows the world that London respects, embraces and celebrates its diverse LGBTQ+ community. However, we must be cautious about the spread of COVID-19, even as our city continues to open up, so it is understandable why Pride in London has made this decision. I hope we can celebrate and unite on our streets once again next year.

Food Poverty Action Plan Measurables

Question No: [2021/3692](#)

Emma Best

How has success been measured in each borough which received Mayoral funding for a Food Poverty Action Plan?

Food Poverty Action Plan Measurables**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I supported ten local authorities to produce food poverty action plans as part of my commitment to tackle food insecurity. Each council developed their plans in conjunction with local partners and residents.

All ten councils have presented their plans to the London Boroughs Food Group, sharing learning and successes with other local authorities and civil society organisations across London. For example, Southwark established a Food Action Alliance to promote actions within their plan including the delivery of universal free school meals and becoming a London Living Wage borough.

The *Beyond the Food Bank* reports used food poverty action plans as one of ten indicators to measure the progress of councils in tackling food insecurity whilst Sustain's 'Response, Resilience and Recovery' independent report documented their success in laying strong foundations for boroughs to respond to the pandemic's impact on the food system and recommended all boroughs develop action plans.

London Adverse Childhood Experience Hub

Question No: 2021/3693

Emma Best

On June 14th the Assembly unanimously passed a motion calling on the Mayor to launch an Adverse Childhood experience hub in London. Will you support this call?

London Adverse Childhood Experience Hub**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The importance of understanding ACEs cannot be underestimated. We know that the prevalence of four or more ACEs indicates a real vulnerability that can lead to a much greater exposure to violence either as a victim or perpetrator.

The Violence Reduction Unit (VRU) has a clear emphasis on ACEs. It is currently shaping a pilot to support young people who have been affected by domestic violence; it is strengthening the mental health and guidance of parents and carers having listened to their needs; and is investing in school primary programmes to develop healthy relationships as a means of building individual resilience.

It is also working closely with the national network of 17 other VRUs to ensure that research and evidence is being built and shared across specialists from health and education sectors; and the VRU director recently met with the founders of the London ACEs Hub to discuss greater collaboration.

Pioneer Community Approach Pilot

Question No: 2021/3694

Emma Best

On June 14th the Assembly unanimously passed a motion calling on the Mayor to pilot a Pioneer Community approach in London. Will you support this call?

Pioneer Community Approach Pilot**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Pioneer Community Approach Pilot**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The importance of understanding Adverse Childhood Experiences (ACEs) cannot be underestimated and the work which the Violence Reduction Unit (VRU) is leading on places a strong focus on adopting a public health approach to reducing vulnerabilities.

It is currently shaping a pilot to support young people who have been affected by domestic violence; it is strengthening the mental health and guidance of parents and carers having listened to their needs; and is investing in school primary programmes to develop healthy relationships as a means of building individual resilience.

The VRU Director & Deputy Mayor for Education and Childcare has met with the London ACEs Hub already in existence and is keen to do further work with them.

The Mayor's three Early Years Hubs (funded from January 2018 to December 2020) in Barnet, Newham and Wandsworth and Merton, brought together local partners to improve the quality of and access to early years provision. The hubs collectively supported 500 early years providers and over 3,000 practitioners.

Wave Trust

Question No: *2021/3695*

Emma Best

On June 14th the Assembly unanimously passed a motion calling on the Mayor to meet with the WAVE Trust who are campaigning for a 70% reduction to the existing levels of children who undergo Multiple Adverse Childhood experiences by 2030. Will you meet with the WAVE Trust, who have in the meantime reached out to his office without response (currently)?

Wave Trust**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The importance of understanding Adverse Childhood Experiences (ACEs) cannot be underestimated and the work which the Violence Reduction Unit (VRU) is leading on places a strong focus on adopting a public health approach to reducing vulnerabilities.

The VRU works closely with the national network of 17 VRUs to ensure that research and evidence are being built and shared with specialists from across health and education sectors around what works in the area of ACEs as well as later in a young person's development.

The VRU team has met with the London ACEs Hub already in existence and is keen to do further work with them.

The VRU has also met with WAVE and enjoys a good relationship with the organisation. For some time, the VRU was represented on WAVE's board by their public health representative.

The VRU is happy to follow up further with the WAVE Trust.

Afghan Refugees in London

Question No: [2021/3696](#)

Emma Best

As many Afghan refugees currently arrive to safety at London's Heathrow Airport; can you detail both the steps you can take or have taken, and reassurances you can seek or have sought to ensure processing, landing and transfers are as efficient and welcoming as possible?

Afghan Refugees in London

The Mayor

Last updated: 12 SEPTEMBER , 2021

We have worked hard with partners to support the arrivals process through Heathrow and into the Managed Quarantine Service. With only 12 hours prior notice to the first flight arrival, support was provided by the London Ambulance Service, GPs, British Red Cross and other volunteers, social workers, mental health support and Heathrow Travel Care with coordination support from the London Resilience Group.

My officials have worked tirelessly to forge vital links between the voluntary sector and hotels to ensure that basic needs are met and the welcome for Afghans to this great city was as smooth as possible.

My team, who lead the London Strategic Migration Partnership, are working closely with colleagues in London Councils under a newly formed Asylum Task and Finish Group to ensure that welcome and support continues through the settlement journey to permanent accommodation.

Team GB Success

Question No: [2021/3697](#)

Emma Best

How will you be building on the success of Team GB (with its large London contingent) in Tokyo to promote take-up of Olympic sports across the capital?

Team GB Success

The Mayor

Last updated: 12 SEPTEMBER , 2021

I believe passionately in the power of sport to inspire and unite people. It has been wonderful to see the talent on display in Tokyo. I have been immensely proud to see our Team GB and Paralympics GB athletes, which included many London athletes, overcome the hardships of this past 18 months to excel on the world stage.

Elite athletes are very important role models for our young people. It is vital that Olympic sports and their pathways, from recreational to world class, are relatable and accessible. Only then can they attract diverse talent and allow everyone to fulfil their potential.

That's why the achievements in Tokyo of young Londoners like Kye Whyte and Beth Shriever in BMX, or Thomas Young on the track, are especially inspirational. These young athletes are living proof that in running, in riding a bike – or playing on a skateboard or kicking a football at school – opportunities are there for talent and dedication to shine.

That is why as well as continuing to support the hosting of major sports events in London, I have invested more than £9m to date in community sport initiatives that engage, include and encourage anyone and everyone to take part in activity in their local area. In this way, through participation, volunteering, and competition at all levels, Londoners can improve their health and wellbeing, widen their social connections and enrich their experiences of living in our city.

Pollution hotspots

Question No: [2021/3698](#)

Emma Best

In relation to question 2021/2842 please can you confirm when later this year modelling is expected to be completed to advise on the top 10 worst pollution hotspots in London?

Pollution hotspots

The Mayor

Last updated: 12 SEPTEMBER , 2021

The pollution hotspot locations will be based on modelling undertaken as part of the London Atmospheric Emissions Inventory (LAEI). The LAEI 2016 is the latest version of the inventory and officers are currently working to update it for 2019. This has been further delayed due to the need to account for uncertainties relating to travel demand in the post COVID-19 era and is now expected to be completed by the end of the year.

Once the 2019 modelling has been completed, forecasts for 2025 can be estimated. These forecasts will inform the identification of the remaining pollution hotspots and are expected to be completed early next year.

A number of factors have increased the complexity of this modelling, meaning it is taking longer to produce than originally expected. These factors include new transport patterns as a result of the pandemic, a cleaner than expected van fleet, rapid growth in electric vehicle uptake and the introduction of on-street changes to encourage walking and cycling.

Edmonton Incinerator pollution

Question No: [2021/3699](#)

Emma Best

The Breathe London website data suggests that air quality in outer London has low levels of both Nitrogen Dioxide and PM2.5 particulates. Will you look to make sure that reports are coming from possible pollution hotspots – such as where polluting plumes from Edmonton Incinerator land – so this can be accurately reported?

Edmonton Incinerator pollution

The Mayor

Last updated: 12 SEPTEMBER , 2021

Breathe London is just one element of London's comprehensive air quality monitoring network, and complements the long-standing reference monitoring undertaken by the boroughs with

indicative monitoring. The first sensors in the Breathe London network have been installed at hospitals and schools and other priority locations. Future locations will focus on reaching communities that research shows are exposed to poor air quality and lack access to green space, including low-income and Black, Asian and Minority Ethnic groups.

Monitoring should always be adapted to the purpose it serves and the boroughs already have more precise reference equivalent monitors in many of the known hotspots. But for some situations, such as the Edmonton Incinerator, whilst a borough could install additional reference monitoring to allow proper assessment of all pollution sources, it is more effective to monitor at source where any issues can be identified and fixed quickly. Monitoring and control of the Edmonton Incinerator is required through the permit issued and enforced by the Environment Agency.

For more information on Breathe London please see: <https://www.breathelondon.org/>

Waste management review

Question No: 2021/3700

Emma Best

Waste disposal in London is currently disjointed with proposals for new incineration capacity by separate authorities not matching up with London's need. Needless pollutant practice is rife with rubbish trucks driving from one side of London to the other – (e.g. collection routes in Camden and Barnet driving to Wembley before back to Edmonton).

Will you commit to a review of waste management in London which will look to make definitive recommendations on the future make-up of authorities (or single authority) to safeguard the city for years to come?

Waste management review

The Mayor

Last updated: 13 SEPTEMBER , 2021

Through my London Environment Strategy (LES) and London Plan I have implemented policies to minimise the adverse impacts of the fragmented governance structures of waste authorities that were in place before the GLA was created. I have a statutory role to assess all waste contracts before they can be advertised and all boroughs must produce Reduction and Recycling Plans that are in general conformity with the LES. This includes applying the proximity principle (managing waste as close to the source as possible), waste reduction, recycling and the promotion of the circular economy. This work has seen landfill rates fall, recycling increase year on year and an increase in borough waste services.

I do not have powers to create a single waste authority; responsibility for waste collection and disposal lies with individual authorities. Under a previous administration a case for a single waste disposal authority was made but was not supported by government. However, this led to the creation of what is now ReLondon which is a partnership between my office and boroughs to bridge the gap between strategy and delivery, enabling rapid dissemination and deployment of best practice and innovation. It, however, has no powers and does not receive any government funding. Most of its current budget is covered by historic funding that will be fully used in a few years' time. ReLondon have therefore started to develop commercial offers and I have started to make the case to government for securing their long-term funding.

Some boroughs, such as those in the South London Waste Partnership, have jointly procured contracts to better coordinate services and I have set up a contracts register to encourage other boroughs to explore such opportunities.

School pollution

Question No: 2021/3701

Emma Best

Regarding question 2021/1048, which are the remaining 14 schools in London in areas with illegal levels of nitrogen dioxide pollution (name and borough)?

School pollution

The Mayor

Last updated: 12 SEPTEMBER , 2021

The number of state primary and secondary schools in areas which exceed the legal limit for nitrogen dioxide has reduced by 97 per cent – from 455 schools in 2016 to just 14 in 2019. But there is still more work to do to tackle PM_{2.5} as more than 1.2 million children in London attend schools in areas that exceeded WHO limits for PM_{2.5}. That's why I set up the London Schools Pollution Helpdesk and am expanding the ULEZ as part of plans to clean up toxic air at schools in the worst polluted areas of the capital. But I can't do it alone, I want to work with Government to ensure I have the resources and powers need to consign air pollution to the history books once and for all.

The list of schools still exceeding legal limits of nitrogen dioxide can be viewed here:

<https://www.london.gov.uk/press-releases/mayoral/mayor-unveils-plans-to-reduce-toxic-air-at-schools>

Fuel Catalyst

Question No: 2021/3703

Keith Prince

Will you consider a fuel catalyst to reduce the emissions of your existing diesel fleet that will cut emissions and fuel expenditure, given your commitment to doing all you can to help to reduce CO2 emissions in the city?

Fuel Catalyst

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Fuel Catalyst

The Mayor

Last updated: 15 DECEMBER , 2021

Transport for London (TfL) would consider any new technology that could contribute to cutting carbon dioxide (CO2) emissions in the capital in an affordable and sustainable way. TfL would first expect to see the efficacy of this technology demonstrated in practice, such as on its London route emissions simulation test at Millbrook Proving Ground – so that the assessment was evidence-based and reflected typical operating conditions.

Meeting with Tad Zurlinden

Question No: [2021/3704](#)

Keith Prince

Before the Mayoral election this year, you promised to meet representatives of the employee relocation sector which contributes literally billions of pounds a year to the London economy. The head of the Association of Relocation Professionals, Tad Zurlinden, has written to you asking for a meeting date. Can you confirm you'll get back to him in the next couple of weeks with a date for that meeting, please?

Meeting with Tad Zurlinden

The Mayor

Last updated: 12 SEPTEMBER , 2021

My team have heard from Tad Zurlinden and will schedule a meeting in due course.

Car Clubs (1)

Question No: [2021/3705](#)

Keith Prince

Do you recognise the benefits of expanding car club provision in London, in terms of reducing overall car journeys?

Car Clubs (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Car Clubs (1)

The Mayor

Last updated: 15 SEPTEMBER , 2021

While my priority is to support Londoners to walk, cycle and use public transport rather than drive wherever possible, I recognise that car clubs can play an important role in assisting Londoners who want to move away from private car ownership.

Car club provision should be considered on a case-by-case basis to ensure it contributes to reduced levels of overall car use. This position is set out in both my Transport Strategy and London Plan, which support the provision of car clubs when paired with a reduction in the availability of private parking.

Car Clubs (2)

Question No: [2021/3706](#)

Keith Prince

Have you read the recent CoMoUK Car Club Annual Report and, if so, how has it informed your plans on facilitating the expansion of car club provision in London?

Car Clubs (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Car Clubs (2)**The Mayor**

Last updated: 14 OCTOBER , 2021

My Transport Strategy and London Plan set out London's approach to car clubs as stated in the answer to Mayor's Question [2021/3705](#). Officers at Transport for London (TfL) regularly review the latest evidence available to inform policy development and have read the 2020 CoMo annual report. TfL will continue to consider car club provision on a case by case basis, taking into account the local context and all available evidence.

Elephant & Castle Station**Question No: 2021/3707**

Keith Prince

When will the new Elephant & Castle Station be completed and when do TfL expect work on the new building to commence?

Elephant & Castle Station**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Elephant & Castle Station**The Mayor**

Last updated: 16 SEPTEMBER , 2021

The new Elephant and Castle station will be constructed as part of a new mixed-use development on the former site of the Elephant and Castle Shopping Centre. While funding has been agreed for the construction of a new subterranean station box and tunnels to connect this to the existing Northern Line platforms, funding for the fit out and opening of the station will be subject to Transport for London's (TfL's) longer term funding position.

The developer has commenced demolition works, and its construction programme for the development and station box is expected to start later this year once its planning consent process is completed and a development (interface) agreement is in place with TfL.

Freedom Pass (1)**Question No: 2021/3708**

Keith Prince

How much would it cost TfL to restore the full use of the Freedom Pass and the 60+ Oyster Card before 9am?

Freedom Pass (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Freedom Pass (1)**The Mayor**

Last updated: 7 OCTOBER , 2021

Reintroducing free travel before 9 a.m. on weekdays for Older Persons Freedom Passes and 60+ London Oyster cards has been estimated at £35 million per annum of revenue foregone.

This estimate is based on the pre-Covid use of around 100,000 Older Persons Freedom Passes and 60+ London Oyster cards before 9 a.m. on an average weekday.

Freedom Pass (2)**Question No: 2021/3709**

Keith Prince

How much would it cost TfL to restore the use of the Freedom Pass and the 60+ Oyster Card on all London buses before 9am?

Freedom Pass (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Freedom Pass (2)**The Mayor**

Last updated: 7 OCTOBER , 2021

This is estimated at £28 million in revenue foregone. This estimate is based on the pre-Covid use of around 100,000 Older Persons Freedom Passes and 60+ London Oyster cards before 9am on an average weekday.

In order to restore free pre-9am weekday travel to buses only, Transport for London would be required to fund substantial system changes and the re-issuing of all Older Persons Freedom Passes and 60+ London Oyster cards.

Taxi & Private Hire Collision Data**Question No: 2021/3710**

Keith Prince

In relation to your answer to question 2021/2849, can the Mayor point to the separation of Taxi & Private Hire collision data in the 2017, 2018, 2019 & 2020 fact sheets?

Taxi & Private Hire Collision Data**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Taxi & Private Hire Collision Data**The Mayor**

Last updated: 16 SEPTEMBER , 2021

The Department for Transport's guidance on the collection and recording of personal injury collision information combines taxis and private hire vehicles as a single category. Transport for London (TfL) adheres to this guidance when reporting on related casualty numbers in London in its end of year factsheets.

TfL has worked with the Metropolitan Police Service to separate out taxi and private hire vehicle recording in personal injury collision information. Collision data showing these separate vehicle types by year to 2020, as reported by the police, are available on TfL's website and can be found under "Collision data extracts" (with categories of 'Taxi' and 'Private Hire' as vehicle types) here: <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>.

This information is contained in the vehicle type table and, by using the unique collision reference, it is possible to link this data with the associated attendant and casualty tables.

Taxi & Private Hire Licence Fees**Question No: 2021/3711**

Keith Prince

In relation to your answer to question 2021/2848, will the Mayor confirm that no Taxi & Private Hire licence fees will be used to finance 'non' Taxi & Private Hire compliance operations?

Taxi & Private Hire Licence Fees**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Taxi & Private Hire Licence Fees**The Mayor**

Last updated: 16 SEPTEMBER , 2021

All income received by Transport for London (TfL) from taxi and private hire (TPH) licence fees is spent on the delivery of TPH licensing and compliance activities.

More information on the income received and expenditure incurred by TfL in connection with TPH licensing and compliance activities is provided annually in a financial summary, which can be found here: <https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licensing-information>.

Please see my response to Mayor's Question [2021/0526](#) for more information on the 2019/20 TPH Financial Summary.

Taxi Age Limit**Question No:** [2021/3712](#)*Keith Prince*

Can the Mayor provide the number of taxis currently licensed which, having reached their age limit (factoring phased age reduction), will be mandated off the licensed fleet between (a) 1st November 21 and 31st October 22, and (b) 1st November 22 and 31st October 23?

Taxi Age Limit**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Taxi Age Limit**The Mayor**

Last updated: 16 SEPTEMBER , 2021

Between 1 November 2021 and 31 October 2022, vehicles that are older than 12 years will be ineligible for licensing. Transport for London's (TfL) latest figures, from 31 August 2021, show that 1,228 vehicles will be over 12 years of age and will not be eligible for licensing from 1 November 2021.

Between 1 November 2022 and 31 October 2023, vehicles that are older than 11 years of age will be ineligible for licensing. TfL's latest figures show that 474 licensed vehicles will be 11 years of age and would no longer be eligible for licensing from 1 November 2022 due to taxi age limit requirements.

TfL will write to the owners of affected vehicles in advance of each licensing deadline to advise them of any opportunities they may have to license their vehicle for an extra year by coming in early for inspection, before 1st November.

The phased approach to diesel taxi age limits, alongside support for delicensing and the uptake of Zero Emission Capable taxis, means we are back on track to meet the 2025 legal requirement to reduce NOx emissions from taxis by 65 per cent compared to 2013 levels.

Please see my response to Mayor's Question [2021/1950](#), for more information on the significant support package I have made available for drivers.

Lack of Air Conditioning on Buses**Question No:** [2021/3713](#)*Keith Prince*

On 22 July, a bus driver named "Jason" called into LBC's Speak to Sadiq to complain that London Bus Driver Cabs lacked air conditioning (https://www.youtube.com/watch?v=Bi0_JvKUv6E&t=3s). The response you gave the Bus Driver was nearly identical to one that that you gave a bus driver named "Yazu" on the same show about the same issue on 27 July 2018 (<https://www.youtube.com/watch?v=XXdQmT3zoLg>).

How do you explain the persistence of complaints regarding this systemic problem with the lack of Air Conditioning on London Buses noting Unite the Union's 20 November 2020 announcement 'New London bus air conditioning system a major victory in driver Covid safety campaign'?

Lack of Air Conditioning on Buses

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Lack of Air Conditioning on Buses

The Mayor

Last updated: 18 OCTOBER , 2021

Transport for London (TfL) does have air conditioning fitted in bus cabs to help drivers regulate the temperature during hot summer days. During the pandemic, it was necessary to switch off and modify some of these to make sure they drew in air solely from outside the vehicle. This modification process started towards the end of May 2020 and was completed in the early part of August 2020 – making them unavailable for only a few months.

If there are any vehicle concerns, related to air-conditioning or anything else, drivers should take these up with their local management directly or through their union representatives, with reference to the vehicles involved. If these can't be resolved at that level, Unite the Union can bring these specific examples to TfL to investigate. During the pandemic, TfL and Unite have regularly discussed driver issues, particularly around health and safety, and keeping the driver's cab well ventilated with external air.

Lack of Air Conditioning on Buses (2)

Question No: 2021/3714

Keith Prince

Why has this obvious Covid-19 risk factor for bus drivers not been remedied over a year after the pandemic and over three years after you committed to solve the problem? (cf. <https://www.london.gov.uk/questions/2018/1765> and <https://www.london.gov.uk/questions/2018/1764>)

Lack of Air Conditioning on Buses (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Lack of Air Conditioning on Buses (2)

The Mayor

Last updated: 18 OCTOBER , 2021

This potential Covid-19 risk factor was remedied without delay.

Air-conditioning systems in the driver cabs affected were switched off as a precaution from the end of May 2020, so that they could be modified to draw air from only the outside of the bus. In a very swift turnaround, the systems were available again by the early part of August 2020.

The modifications were based on independent health research Transport for London (TfL) commissioned from University College London to provide an extra layer of assurance on its pandemic responses.

This is separate to, and should not be confused, with the general driver reporting process for any kind of potential vehicle concern. Drivers have always been able to raise these directly with their operators as well as through their union representatives, so that a specific bus can be checked and further maintenance carried out as required.

During the pandemic, TfL and Unite the Union have worked even more closely together to address issues affecting drivers – with solutions including enhanced anti-viral cleaning, more self-contained cabs, and continuing to require customers without an exemption to wear face coverings.

Proof that TfL's Decision to scale back Staff Safety Visits to Bus Depots was "not taken lightly"

Question No: [2021/3715](#)

Keith Prince

A 23 July letter from the Deputy Mayor for Transport to a London bus driver clearly states "the scaling back of safety visits was not a decision that was taken lightly" but TfL's communications appended to Question 2020/1727 show no evidence that any such decision was taken at all. Accordingly, please provide me with all written communication – emails, handwritten notes, decision memorandums – relating directly to TfL's decision to scale back TfL Staff safety visits to bus depots.

Proof that TfL's Decision to scale back Staff Safety Visits to Bus Depots was "not taken lightly"

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Proof that TfL's Decision to scale back Staff Safety Visits to Bus Depots was "not taken lightly"

The Mayor

Last updated: 26 OCTOBER , 2021

The document provided with the answer to Mayor's Question [2020/1727](#) responded to your request for "internal communications mentioning Coronavirus or Covid-19 sent during Jan and Feb 2020". The first national lockdown was introduced after this on 23 March 2020, instructing people to "stay at home to save lives".

As set out previously, the legal duty rests with the bus operating companies as the employers to ensure their bus garages are safe places to work.

When the decision was taken for the whole country to go into lockdown in March 2020, all non-essential site activity across Transport for London (TfL) was promptly and safely stopped. This was not unique to bus garage visits. At the time, people were only permitted to leave home for a very limited number of reasons; to shop for basic necessities and collect medicines, to exercise once a day, or to travel to work when they absolutely couldn't work from home.

Reducing the number of people in the workplace that could pass on the virus was therefore the most sensible step to take. In the absence of physical site visits, assurance was ascertained remotely through phone and video calls. Daily liaison between TfL and the bus operators also ensured a consistent approach was being taken, with any issues able to be promptly discussed and resolved.

Lack of a Written Record re “Debate over Covid-19 Risk Reduction Actions”

Question No: [2021/3716](#)

Keith Prince

Do you accept that your response to Question 2021/0124 that TfL has no written record of “debate over [Covid-19] interventions that were not part of PHE advice” (as requested in Question 2020/2694) can be interpreted as TfL actively obstructing any future independent enquiries on the deaths of London Bus Drivers from Covid-19?

Lack of a Written Record re “Debate over Covid-19 Risk Reduction Actions”

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Lack of a Written Record re “Debate over Covid-19 Risk Reduction Actions”

The Mayor

Last updated: 15 SEPTEMBER , 2021

Not at all. Throughout the coronavirus pandemic, the health, safety and wellbeing of staff and customers has been at the heart of Transport for London’s response.

Transport for London (TfL) followed the official advice from Public Health England (PHE) which primarily focused on hand hygiene and social distancing. As the pandemic progressed, there were conflicting views of potential mitigations and interventions that may help prevent the spread of COVID-19. These were discussed, and TfL only recommended measures aligned to PHE advice. As PHE advice changed over time, so too did TfL’s guidance to operators.

With regard to TfL’s “Response to UCL’s assessment of London Bus Driver Mortality from COVID-19” (which you refer to in Question [2020/2694](#)), while notes of the discussions were not captured, the comprehensive list of interventions taken by TfL and the bus operators at the start of the pandemic are set out in the appendix of that document. This includes examples where a small number of measures were taken by the bus operators contrary to, or in addition to, PHE advice; such as where some operators introduced temperature testing or provided masks before these were recommended by PHE.

TfL’s first-ever “research” on Remote Sign-On

Question No: [2021/3717](#)

Keith Prince

Further to your response to Question 2021/1959, did TfL commission its first-ever “research” on the safety of Remote Sign-on to assist Unite the Union or Bus Contractor Metroline?

TfL's first-ever "research" on Remote Sign-On**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL's first-ever "research" on Remote Sign-On**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The research into remote sign on is not being conducted with any specific organisation in mind. It is an independent consideration of the use of remote sign on and whether it might be suitable for the bus industry in the future.

Transport for London regularly conducts independent research. It has previously commissioned independent research on the health risks to bus drivers from the pandemic and how best to safeguard them using an evidence-based approach. This was in addition to an earlier study into the types of fatigue drivers might face and how best to reduce these with different approaches and technologies.

Sharon Graham request to "do something" regarding Unite's Dispute with Go Ahead Northwest**Question No: 2021/3718***Keith Prince*

On 29 July, Unite's new General Secretary Sharon Graham told LBC's Iain Dale that she asked both you and Manchester Mayor Andy Burnham "to do something" regarding Unite's dispute with Go Ahead Northwest, but you both refused.
(<https://www.youtube.com/watch?v=RVzcNBrZemw>)

What were you asked by Sharon Graham "to do"? Please provide me with any written evidence of Sharon Graham's request and any internal and external discussion of it and evidence of your response.

Sharon Graham request to "do something" regarding Unite's Dispute with Go Ahead Northwest**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Sharon Graham request to "do something" regarding Unite's Dispute with Go Ahead Northwest**The Mayor**

Last updated: 18 JANUARY , 2022

Unite the Union asked me to sign up to a statement opposing 'fire and rehire' practices by any approved suppliers of London buses. Officers requested information from Transport for London (TfL) on this matter, and the below information was subsequently included in my response to Unite. The incoming request, including the abovementioned statement, and my full response are attached.

Terms and conditions vary between subsidiary companies of large transport groups, and Go-Ahead North West are not operating bus services in London. The terms and conditions of Go-Ahead's London operations are specific to those subsidiaries.

Working with trade unions, including Unite the Union, I developed a Good Work Standard to drive up working conditions across London and introduced the Greater London Authority Group Responsible Procurement Policy. I have publicly spoken out against 'fire and rehire' and do not think it is an acceptable practice.

All procurement of bus contracts conducted by Transport for London (TfL) is governed by the Greater London Authority Group Responsible Procurement Policy, and I am personally committed to doing everything I can to ensure London's bus drivers are treated fairly.

Covid Levels in Depots - Jan - August 2021

Question No: [2021/3719](#)

Keith Prince

Further to your responses to Questions 2021/1968 and 2021/2360, can you update your response to FOI-2119-2021 and provide me with "Covid-19 bus drivers garage by garage" from January 2021 to August 2021?

Covid Levels in Depots - Jan - August 2021

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Covid Levels in Depots - Jan - August 2021

The Mayor

Last updated: 16 SEPTEMBER , 2021

The attached document provides an updated garage-by-garage list of drivers who tested positive for COVID-19 from January to August of this year.

Please note that some depots are larger and employ more bus drivers than others, and some depots are located in boroughs where variants are or were spreading more quickly. Both these factors can affect the number of cases from depot to depot.

Obstruction of London Assembly's Right of Scrutiny

Question No: [2021/3720](#)

Keith Prince

Do you accept that your refusal to respond to Question 2021/1984, which reasonably asked for copies of all communications (emails, letters, hand-written notes) associated with TfL's "new reporting procedure" for First Group TOL's reporting of safety incidents implemented after the end of November 2020, is in contravention of s45(3) of the GLA Act 1999?

Obstruction of London Assembly's Right of Scrutiny

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Obstruction of London Assembly's Right of Scrutiny**The Mayor**

Last updated: 15 SEPTEMBER , 2021

I did not refuse to respond to Mayor's Question [2021/1984](#). You and Assembly Member Caroline Pigeon were provided with the document you both requested. In addition, you were advised that in relation to your further request for "all communications (emails, letters, hand-written notes) associated with this action" that this would require an extensive level of searching to be carried out by Transport for London (TfL). You will be aware that TfL resources are extremely limited at the moment and so searching for and then providing any such documents would not be an appropriate or proportionate use of public resources. My previous responses comply with s.45(3) which provides that "The Mayor shall attend every meeting of the Assembly held pursuant to section 52(3) below and shall, subject to subsection (6) below, answer questions put to him at any such meeting by Assembly members about matters in relation to which statutory functions are exercisable by him."

No stone left unturned" to protect Bus Drivers from Covid-19 Risks**Question No: [2021/3721](#)**

Keith Prince

On 18 March (<https://www.youtube.com/watch?v=eXR5SBpHzX0&t=9s>), I heard the Deputy Mayor for Transport recite a phrase that TfL "left no stone unturned" in its efforts to protect bus drivers from Covid-19 Risks. TfL's then Director for Buses Claire Mann used the same phrase when TfL announced its evidence-free policy of "Middle-Door Boarding" on 17 April 2020 (cf. <https://tfl.gov.uk/info-for/media/press-releases/2020/april/tfl-introduces-middle-door-only-boarding-across-the-london-bus-network>).

How can you reconcile TfL officers' repeated use of "No Stone Unturned" with TfL's failure (a) to collect bus depot Covid-19 infection rates until October 2020 (cf. FOI-2119-2021), (b) to keep and review copies of Bus Company Covid-19 Depot Risk Assessments (cf. Question 2021/0121) and (c) to keep and review copies of Bus Company Ferry Driver Covid-19 Risk Assessments. (cf. Question 2021/0544)?

No stone left unturned" to protect Bus Drivers from Covid-19 Risks**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

No stone left unturned" to protect Bus Drivers from Covid-19 Risks**The Mayor**

Last updated: 16 SEPTEMBER , 2021

I am satisfied Transport for London (TfL) and the bus operators took all reasonable steps to protect bus drivers and critical workers on the network, based around the evolving guidance at the time and better understanding of the pandemic risks.

Infection data was not formally collected by TfL at bus garage level until October last year because there was no widespread access to testing which would have facilitated this. Individual bus companies were, however, monitoring the number of suspected cases amongst their staff and had a good overview of where potentially undiagnosed Covid-19 cases were being observed.

TfL took proactive measures to protect the safety of its bus drivers and passengers by introducing middle-door boarding to ease passenger flow, sealing the driver cabs, reducing passenger capacities as well as using anti-viral cleaning agents. It also successfully introduced arrangements for tracking cases ahead of the second wave from October, when testing was more easily available in the wider community.

TfL does not hold copies of bus operator Covid-19 risk assessments or documents on the bespoke arrangements that operators use for ferrying their drivers to work locations. Private companies, like bus operators, are responsible for following Government guidance and are primarily responsible for the health and wellbeing of their staff at work. This does not detract from the close working and ongoing dialogue between TfL and the bus operators throughout, which ensured a joined-up approach was being taken.

Vision Zero and Rejection of an Independent Judge-Led Investigation of TfL's Contracted Bus Operation

Question No: [2021/3722](#)

Keith Prince

In your rejection of Question 2021/2856, you offer your "Vision Zero" approach as obviating the need for an independent investigation of the safety performance of TfL's contracted bus operation as recently requested by GMB Union.

Based on the facts that—

Your response to Question 2020/3828 reveals that Imperial College's International Bus Benchmarking Group Data shows that London has consistently ranked in the lower third of its 'world city peers' for Pedestrian Deaths from Bus Crashes over the five year period 2015-2019;

Analysis of TfL's own bus fatality data since 2007 shows that – even though the DfT's public data shows that the presence of buses and coaches on London's roads (adjusted for total mileage) has declined from 3% to 1% over the period – TfL buses were involved in an average of 10% of all London Traffic Fatalities (2007-2020) and 11% of all Pedestrian Fatalities (2014-2020); and

Evidence submitted by former TfL Board Director and Safety Panel Chair Michael Liebreich to the London Assembly in January 2020 which forensically analysed TfL's failing bus safety performance under your first term as Mayor and concluded: "no amount of operational tweaks, no number of good people, no amount of hard work, will substantially improve matters unless it is fundamentally reformed"

—do you accept that "your Vision Zero Approach" to Bus Safety has been a manifest failure?

Vision Zero and Rejection of an Independent Judge-Led Investigation of TfL's Contracted Bus Operation

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Vision Zero and Rejection of an Independent Judge-Led Investigation of TfL's Contracted Bus Operation**The Mayor**

Last updated: 15 SEPTEMBER , 2021

I stand by Vision Zero as being the most comprehensive way to bring down casualties across London in an evidenced and holistic way, looking at all the areas we need to leverage. In my Transport Strategy, I set Transport for London (TfL) the ambitious targets of: (1) a 70 per cent reduction in people killed or seriously injured on or by a bus by 2022 (against the 2005-09 baseline) and (2) no one killed on or by a bus by 2030.

In 2020 we achieved a 78 per cent reduction in those killed or seriously injured, ahead of our target. However, I am not complacent. There are now over 500 new buses that meet the Bus Safety Standard, but I have challenged TfL to look at whether some of these safety features can be retrofitted to the existing fleet to bring about the safety benefits sooner.

TfL is continuing to roll out the innovative 'Destination Zero' bus driver training now that most of the pandemic restrictions have lifted and is expanding its work on fatigue management to include a renewed focus on driver health and wellbeing. I am confident that the safe-system approach to bus safety which underpins Vision Zero will drive a continuing reduction in the numbers of people killed or seriously injured as we work towards the 2030 target.

Bus Performance and Delays to Improving Cycling Safety at Holborn Gyratory**Question No: 2021/3723***Keith Prince*

With the recent tragic death of another cyclist at Holborn Gyratory, can you assure me that TfL has not been dragging its heels on improving cycling safety conditions associated with this known 'death spot'? I ask, because I've been made aware of allegations that TfL has rejected all the proposals made so far because of its concerns about these changes' impact on bus timeliness and reliability.

Bus Performance and Delays to Improving Cycling Safety at Holborn Gyratory**The Mayor**

Last updated: 12 SEPTEMBER , 2021

I was very sorry to hear of the tragic death of Dr Marta Krawiec, who was killed while cycling to work. Every death on London's streets is one too many and I am committed to eliminating all deaths and serious injuries through the Vision Zero approach.

I asked Transport for London (TfL) officers to urgently meet with the London Borough of (LB) Camden to agree what can be done quickly in the interim to improve safety at the junction ahead of delivering a longer-term solution. As the junction is on Camden's highway, the borough is leading on these proposals, supported by TfL funding.

A three-stage delivery approach to tackling safety for people cycling through this junction is proposed:

- Short term – an immediate response will see interim junction safety measures delivered in September.
- Medium term – more permanent changes will be introduced, including potential kerb line and signal infrastructure changes to help improve safety. Options are currently

being worked on and a preferred option will be selected in September. Delivery of this phase should begin before the end of the year.

- Long term – large scale junction and area wide improvements, led by LB Camden as part of its Liveable Neighbourhood proposals (which had to be paused because of the pandemic) will be introduced. Timescales for this are anticipated to be around two years, as the location is a complex, busy central London junction. However, further changes may be developed and delivered in stages to address concerns as quickly as possible. The longer-term solution will be subject to TfL's future funding agreement with Government.

To date, none of these measures have been modelled to assess the impacts on general traffic or the bus network. No option has been rejected, and all options remain under consideration.

Adding a Travelcard to an Oyster Card (1)

Question No: [2021/3724](#)

Neil Garratt

A constituent of mine who has previously added a Travelcard to his Oyster card recently tried to do so at Victoria Underground Station, Victoria Station and West Croydon Station and was told this was not possible. Where should my constituent go to add a Travelcard to his Oyster card?

Adding a Travelcard to an Oyster Card (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Adding a Travelcard to an Oyster Card (1)

The Mayor

Last updated: 15 SEPTEMBER , 2021

Earlier this year, the Train Operating Company (TOC) that manages Victoria and West Croydon National Rail stations changed the equipment at their stations. This means they can no longer sell Travelcards and pay as you go top-ups for Oyster cards at their ticket offices.

Customers can top up and buy 7 Day and Monthly Travelcards at the TOC's self-service ticket machines, as well as from Transport for London's (TfL) website and app.

A customer publicity campaign was available at the time, and the TOC's staff were also fully briefed. The Southern website gives clear information on where customers can buy tickets and top up <https://www.southernrailway.com/tickets/smartcards-oyster-and-plusbus/oyster>

Note that these equipment changes are a decision for the TOC and its supplier and are not a TfL matter.

Adding a Travelcard to an Oyster Card (2)

Question No: [2021/3725](#)

Neil Garratt

The TfL website - <https://tfl.gov.uk/fares/how-to-pay-and-where-to-buy-tickets-and-oyster/pay-as-you-go/oyster-pay-as-you-go> - still claims that customers can add a Travelcard to their Oyster card.

Has TfL recently changed its policy on adding Travelcards to Oyster cards or was my constituent given incorrect advice?

Adding a Travelcard to an Oyster Card (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Adding a Travelcard to an Oyster Card (2)

The Mayor

Last updated: 15 SEPTEMBER , 2021

The Transport for London (TfL) website states where customers can buy tickets and top ups for their Oyster card. Seven Day and Monthly Travelcards can be purchased from self-serve ticket machines at all Tube, DLR, London Overground and TfL Rail stations. Annual tickets can be bought online and via the free TfL app.

I can't comment on the advice given to your constituent. They should find the information they need here: <https://tfl.gov.uk/fares/how-to-pay-and-where-to-buy-tickets-and-oyster/buying-tickets-and-oyster?intcmp=54759>

TfL's Failure to honour RAIB's Request for IA 16767

Question No: 2021/3726

Neil Garratt

In your long-delayed response to Question 2020/4099 you explicitly state "The RAIB were informed of the uncompleted audit in November 2016 shortly after the Sandilands tragedy and were sent a copy of the letter of engagement on 24 November 2016 and again on 1 February 2017. The RAIB did not request any further details regarding the audit." However, analysis of email correspondence between TfL and RAIB dated 24 January 2018 discovered in your delayed response to Question 2021/1979 confirms that the RAIB unambiguously requested a copy of IA 16767 on that date.

Please provide me with all internal correspondence (including handwritten notes) associated with TfL's decision not to honour the RAIB's clear request for a copy of the 'not yet finished' IA 16767 on 24 January 2017.

TfL's Failure to honour RAIB's Request for IA 16767

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL's Failure to honour RAIB's Request for IA 16767

The Mayor

Last updated: 15 SEPTEMBER , 2021

Transport for London (TfL) has co-operated fully with all of the investigations that have taken place. There was no decision by TfL "not to honour" the RAIB's requests for documents or

information. TfL provided RAIB with all documents and information requested. The email in response to the RAIB's email of 24 January 2018 explained the position as regards IA 16767 fully. The RAIB had been made aware in the early stages of the RAIB investigation that an audit was ongoing at the time of the accident. Having been provided with the Terms of Reference it is understood that the RAIB chose not to examine the audit further because an incomplete audit report was considered by the RAIB to be of limited evidential value given that the RAIB's own investigation into the same topics was ongoing.

Completion of Fieldwork for IA 16767

Question No: *2021/3727*

Neil Garratt

In your oral responses to questioning about IA 16767 from Keith Prince on 26 October 2020 (<https://www.youtube.com/watch?v=8oEC1tARvml>) and 19 November 2020 (https://www.youtube.com/watch?v=_1DTvdpyQn4&t=14s) and your responses to Mayor's Question 2020/4096, Question 2021/0537 and Question 2021/1971, you have consistently stated that "evidence gathering was nearing completion" on IA 16767. However, in correspondence dated 24 November 2016 from TfL to RAIB discovered in your delayed response to Question 2021/1979 it is clearly stated that "the audit field work has been completed".

Did you - on numerous occasions - intentionally misled the London Assembly or were you unaware of the status of the fieldwork on IA 16767?

Completion of Fieldwork for IA 16767

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Completion of Fieldwork for IA 16767

The Mayor

Last updated: 15 SEPTEMBER , 2021

Your question reveals a misunderstanding. The audit fieldwork had been completed. Evidence gathering (an activity which is wider than audit fieldwork) was nearing completion. See the email from Internal Audit to Transport for London Legal dated 15 November 2016 which encloses a copy of the draft report and states that "The report has not been shared outside of Internal Audit to date and we are still awaiting evidence for section 4.3."

TfL Corporate Counsel's Involvement in Decision to cancel IA 16767

Question No: *2021/3728*

Neil Garratt

In your responses to Question 2020/4094 and Question 2020/4625 you have consistently stated that "all decisions whether to undertake or to discontinue an audit were taken by Transport for London Internal Audit". However, in internal TfL correspondence discovered in your delayed response to 2021/1979, a minute of the 28 November 2016 meeting between the Director of Internal Audit and TfL's Corporate Counsel clearly evidences that meeting was where the decision to cancel IA 16767 was taken.

Please provide me with all correspondence – for example decision memorandums, emails, meeting notes (including handwritten) – associated with that 28 November 2016 meeting between TfL’s Director of Internal Audit and TfL’s Corporate Counsel and with an explanation as to why you do not consider your responses to Question 2020/4094 and Question 2021/1979 to be manifestly untruthful.

TfL Corporate Counsel’s Involvement in Decision to cancel IA 16767

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL Corporate Counsel’s Involvement in Decision to cancel IA 16767

The Mayor

Last updated: 15 SEPTEMBER , 2021

I refer you to my response to Mayor’s Question [2021/1979](#) which explained that as advised in my answer to Mayor’s Question [2020/4625](#), there was a discussion about IA 16767 with Transport for London (TfL) Legal on 28 November 2016. A note of the outcome was recorded in the Audit database but no other note of that meeting has been located. The decision was taken by TfL Internal Audit.

Explanation for Completely Blacked-out Email contained in your response to Question 2021/1979

Question No: [2021/3729](#)

Neil Garratt

In the documents you provided in response to Question 2021/1979, there is an email written in response to the RAIB’s 24 January 2017 request for “not yet finished” IA 16767 that is completely blacked-out. Please outline a) who wrote that email, b) who was sent that email, c) what was the subject of that email and d) what was the date and time-stamp on that email? Please explain why the contents of this email are protected from public scrutiny?

Explanation for Completely Blacked-out Email contained in your response to Question 2021/1979

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Explanation for Completely Blacked-out Email contained in your response to Question 2021/1979

The Mayor

Last updated: 15 SEPTEMBER , 2021

I refer you to my response to Mayor’s Question [2021/1979](#) which explained that “Some documents which are legally privileged have not been provided. Where possible partial documents have been provided with non-privileged material.” The redacted sections of the emails in question are legally privileged.

TfL's failure to cooperate fully and transparently with all Sandilands investigations

Question No: [2021/3730](#)

Neil Garratt

In yours and your Deputy Mayor for Transport's responses to London Assembly scrutiny since March 2018, you have repeatedly stated – as in Question 2021/1978 - that "TfL has co-operated fully and transparently with all Sandilands investigations." How do you reconcile those statements with TfL's well-evidenced decision not to provide IA 16767 when it was clearly requested by the RAIB on 24 November 2016 and 24 January 2017?

TfL's failure to cooperate fully and transparently with all Sandilands investigations

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

TfL's failure to cooperate fully and transparently with all Sandilands investigations

The Mayor

Last updated: 15 SEPTEMBER , 2021

There was no decision by Transport for London "not to provide" IA 16767 to the RAIB. Please see my response to Mayor's Question [2021/3726](#).

Let's Do London Outer London

Question No: [2021/3731](#)

Neil Garratt

How have you supported outer London boroughs with your Let's Do London campaign this summer? Please provide a list of programmes, events and installations with their cost and borough.

Let's Do London Outer London

The Mayor

Last updated: 12 SEPTEMBER , 2021

I am working with all boroughs to ensure Let's Do London promotional and economic benefits are felt right across the capital. Businesses across London can access a free Let's Do London toolkit to help them promote their events as part of the Let's Do London campaign.

Central London has been worst hit economically as a result of the decline of visitors, and that is why Let's Do London's events are focused on the Central Activities Zone and have supported activity in every central London borough.

Let's Do London has also included promotion of outer London borough events and activities. For example the Summer Family Fun season included events in Greenwich, Tower Hamlets and the Greenwich and Docklands Festival.

Night Time Economy in Outer London

Question No: [2021/3732](#)

Neil Garratt

How have you supported the night time economy in outer London boroughs this summer?

Night Time Economy in Outer London

The Mayor

Last updated: 12 SEPTEMBER , 2021

I am working with all boroughs to support the safe reopening of the night time economy, which is key for London's recovery. As part of Let's Do London, I launched a London 'Lates' season and all boroughs have access to a toolkit to help them promote events in their area.

The High Street Reopening Coordination Group, chaired by my Night Czar, provided best practice and guidance for boroughs and businesses to support the safe reopening of the night time economy. It brought together key borough stakeholders, the police and businesses to ensure a coordinated pan-London response.

My Safer Sounds Partnership and the Met police offered free welfare and vulnerability training to frontline venue staff across London. This included venues in outer London boroughs such as Bromley, Hounslow and Waltham Forest. The training also provides resources for Ask for Angela, a campaign offering vulnerable customers support on a night out.

I have also been supporting boroughs across London through my Night Time Borough Champions Network by providing guidance to help them develop Night Time Strategies.

Non-crime hate incidents (1)

Question No: [2021/3733](#)

Neil Garratt

If someone is reported for a non-crime hate incident, can the Met police make a judgement call to not record this if they think it is spurious or nonsensical? E.g., a recent non-London case of someone being reported for having a Union Jack flag in their car window

Non-crime hate incidents (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

In line with guidance from the College of Policing, the MPS records all allegations of hate whether a criminal offence has been committed or not. An initial investigation will establish whether a criminal offence has taken place. Where there is no criminal offence, but the person reporting perceives that the incident was motivated wholly or partially by hostility, the incident will be recorded as a non-crime hate incident.

Police officers may also identify a non-crime hate incident, even where no victim or witness has done so.

People are not criminalised over non-crime incidents but recording them helps the police to build an intelligence picture regarding community tensions and the risks of incidents escalating into hate crimes.

ULEZ Exemption for Townmead Road Recycling Centre

Question No: [2021/3735](#)

Nick Rogers

Townmead Road Recycling Centre in the London Borough of Richmond upon Thames lies just within the expanded ULEZ boundary. However the road layout is such that is essentially on a cul-de-sac and therefore could not be used as a 'rat run' to evade the ULEZ. Will the Mayor consider exempting Townmead Road Recycling Centre from the expanded ULEZ?

ULEZ Exemption for Townmead Road Recycling Centre

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

ULEZ Exemption for Townmead Road Recycling Centre

The Mayor

Last updated: 15 DECEMBER , 2021

The expanded Ultra Low Emission Zone (ULEZ) was consulted on in 2017 and confirmed in 2018 to ensure a long notice period to allow people time to prepare. Therefore it is not appropriate to change the boundary now. The Townmead Road Reuse and Recycling Centre will remain within the expanded ULEZ boundary.

Townmead Road is one of several waste and recycling centres within the zone, including some which are a small distance inside the North and South Circular Roads. It is important to maintain a clear, consistent and understandable boundary for the public and creating small deviations at these points would only serve to cause confusion. Changing the boundary or exempting journeys to some or all of these locations would also undermine the air quality and related health benefits of the ULEZ. Access to these amenities is not restricted, and Londoners can use a compliant vehicle or walk or cycle to avoid paying the daily charge.

Already, 92 per cent of vehicles seen travelling in the expanded zone meet the standards, meaning most people looking to use such facilities will not need to pay the charge.

Malden Underpass Flooding

Question No: [2021/3736](#)

Nick Rogers

During last month's heavy rainfall was there any flooding at the Malden Underpass and, if so, what has TfL done to stop this reoccurring next time there is heavy rain?

Malden Underpass Flooding

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Malden Underpass Flooding**The Mayor**

Last updated: 7 OCTOBER , 2021

Yes, there was flooding at this location. Whilst last month's rainfall was reported by the Met Office as a very rare event, it is clear that such events are becoming more commonplace due to the climate emergency. At a number of TfL sites, the waste water removal services provided by Thames Water were unable to cope with the amount of surface water flowing into the system. TfL has increased gully cleaning from once every two years to twice a year at this location to help reduce the likelihood of flooding.

Tolworth Underpass Flooding**Question No: 2021/3737***Nick Rogers*

During last month's heavy rainfall was there any flooding at the Tolworth Underpass and, if so, what has TfL done to stop this reoccurring next time there is heavy rain?

Tolworth Underpass Flooding**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tolworth Underpass Flooding**The Mayor**

Last updated: 7 OCTOBER , 2021

Yes, there was flooding at this location. Whilst last month's rainfall was reported by the Met Office as a very rare event, it is clear that such events are becoming more commonplace due to the climate emergency. At a number of TfL sites, the waste water removal services provided by Thames Water were unable to cope with the amount of surface water flowing into the system. TfL has increased the gully cleaning at the Tolworth Underpass from once every two years to twice a year to help reduce the likelihood of flooding.

Ace of Spades Underpass Flooding**Question No: 2021/3738***Nick Rogers*

During last month's heavy rainfall was there any flooding at the Ace of Spades Underpass and, if so, what has TfL done to stop this reoccurring next time there is heavy rain?

Ace of Spades Underpass Flooding**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Ace of Spades Underpass Flooding**The Mayor**

Last updated: 19 SEPTEMBER , 2021

There was flooding at this location and Transport for London (TfL) has instructed a drainage investigation survey which is programmed for this financial year. The purpose of the study is to look at any further enhancements that can be made to the drainage TfL is responsible for in the underpass and surrounding area.

Kew Foot Road Probation Centre (1)

Question No: [2021/3739](#)

Nick Rogers

What communications have your office or MOPAC received about a new Probation Centre at 26 Kew Foot Road, Richmond?

Kew Foot Road Probation Centre (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

There has been no prior communication between London Probation Service and my office or MOPAC about the new probation office in Richmond.

Kew Foot Road Probation Centre (2)

Question No: [2021/3740](#)

Nick Rogers

Are you or MOPAC aware of any public safety plan or risk assessment following the opening of a new Probation Centre at 26 Kew Foot Road, Richmond, if so, please can you share the details?

Kew Foot Road Probation Centre (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Since the opening of the new Probation Office (25 Kew Foot Road, Richmond), London Probation Service has had ongoing consultation with local residents and business representatives. I have been advised by London Probation that the standard Ministry of Justice process for establishing a new probation office has been followed in this case. Any requests about the assessments carried out should be directed to the London Probation Service.

Police stations and offices

Question No: [2021/3741](#)

Nick Rogers

For the following boroughs, please provide the locations of police stations and offices, and future plans for these locations:

- The London Borough of Hounslow
- The Royal Borough of Kingston upon Thames,
- The London Borough of Richmond upon Thames

Police stations and offices**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Police stations and offices**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Thanks to the record levels of City Hall investment in the Met and the Government's partial reversal of cuts, officer numbers are rising. Consequently, a review of the Met's entire estate is underway in order to look at the long-term plans for police station buildings and the potential impact from the increase in police officer numbers. My top priority is to make Londoners safer – I have ensured that there's a 24-hour police front counter in every London borough and the review of the Met's estate will not mean changes to this commitment. Of the sites listed below two marked with * were approved for disposal in June 2021.

Hounslow	CHISWICK POLICE STATION (Former Police Station - No Front Counter) *	205-207 HIGH ROAD CHISWICK LONDON W4 2DU
	FELTHAM POLICE STATION (Former Police Station - No Front Counter)	34 HANWORTH ROAD FELTHAM MIDDLESEX TW13 5BD
	HOUNSLOW POLICE STATION 24/7 Front Counter for London borough of Hounslow	3-5 MONTAGUE ROAD HOUNSLOW MIDDLESEX TW3 1LB
Kingston Upon Thames	KINGSTON POLICE STATION 24/7 Front Counter for London borough of Kingston upon Thames	KINGSTON POLICE STATION, 5 & 7 HIGH STREET, KINGSTON, SURREY, KT1 1LB
	EAGLE HOUSE Office for variety of teams/ functions	EAGLE HOUSE, RAM PASSAGE, HIGH STREET, KINGSTON, SURREY, KT1 1HH
	YMCA SURBITON GROUND FLOOR PART Safer Neighbourhood Office	YMCA SURBITON, PART GROUND FLOOR, 49 VICTORIA ROAD, SURBITON, SURREY, KT6 4NG
Richmond Upon Thames	HOOK ROAD 391 Safer Neighbourhood Office	391 HOOK ROAD, CHESSINGTON, SURREY, KT9 1AB
	TEDDINGTON POLICE STATION (Former Police Station - No Front Counter) *	18 PARK ROAD TEDDINGTON MIDDLESEX TW11 0AQ
	TWICKENHAM POLICE STATION 24/7 Front Counter for London borough of Richmond upon Thames	41 LONDON ROAD TWICKENHAM MIDDLESEX TW1 3SY
	RICHMOND PARK POLICE OFFICE Office for Royal Parks Police	HOLLY LODGE RICHMOND PARK RICHMOND SURREY TW10 5HS
	CENTRE HOUSE GROUND FLOOR PART Safer Neighbourhood Office	(PART) GROUND FLOOR 68 SHEEN LANE LONDON SW14 8PL
	TANGLEY PARK ROAD 27 Safer Neighbourhood Office	27 TANGLEY PARK ROAD HAMPTON MIDDLESEX TW12 3YH

Police officer retirementQuestion No: [2021/3742](#)

Nick Rogers

For each of the following years Nov 16 to Oct 17, Nov 17 to Oct 18, Nov 18 to Oct 19, Nov 19 to Oct 20 and Nov 20 to Oct 21, how many police officers retired early from the Met?

Police officer retirement

The Mayor

Last updated: 12 SEPTEMBER, 2021

The table below shows the number of officers who have retired with fewer than 30 years' service.

Note that some of these officers were over 60 years of age. These are shown in the second row.

Category	Nov 16 - Oct 17	Nov 17 - Oct 18	Nov 18 - Oct 19	Nov 19 - Oct 20	Nov 20 - Aug 21
Retirement (fewer than 30yrs service - under 60yrs age)	357	380	415	402	303
Retirement (fewer than 30yrs service - Age 60 +)	23	39	39	21	25
Total Retirement (fewer than 30yrs Service)	380	419	454	423	328

Police officers leaving the Met (1)

Question No: 2021/3743

Nick Rogers

For each of the following years Nov 16 to Oct 17, Nov 17 to Oct 18, Nov 18 to Oct 19, Nov 19 to Oct 20 and Nov 20 to Oct 21, how many police officers left the Met before being entitled to their full pension?

Police officers leaving the Met (1)

The Mayor

Last updated: 12 SEPTEMBER, 2021

The table below shows the number of officers who left the MPS before the 30+ years of service needed to claim full pension.

Category	Nov 16 - Oct 17	Nov 17 - Oct 18	Nov 18 - Oct 19	Nov 19 - Oct 20	Nov 20 - Aug 21
Left MPS prior to 30+ yrs Service	1523	1562	1670	1445	1024

Note the figures include transfers, so some officers may complete their 30+ years in another force.

Police officers leaving the Met (2)**Question No:** [2021/3744](#)*Nick Rogers*

For each of the following years Nov 16 to Oct 17, Nov 17 to Oct 18, Nov 18 to Oct 19, Nov 19 to Oct 20 and Nov 20 to Oct 21, how many police officers left the Met to join another police force?

Police officers leaving the Met (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The table below shows the number of officers who left the Metropolitan Police Service (MPS) to join another police force.

Category	Nov 16 - Oct 17	Nov 17 - Oct 18	Nov 18 - Oct 19	Nov 19 - Oct 20	Nov 20 - Aug 21
Joining another Police Force	377	306	345	288	170

LGBT Domestic Abuse (1)**Question No:** [2021/3745](#)*Nick Rogers*

What have your office and the MPS done to tackle LGBT Domestic Abuse in London?

LGBT Domestic Abuse (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

LGBT Domestic Abuse (1)**The Mayor**

Last updated: 14 DECEMBER , 2021

Tackling the heinous crime of domestic abuse in the capital remains a key priority for me. My Office for Policing and Crime commission a range of services to both tackle the behaviour of perpetrators of domestic abuse, and to provide support for victims and survivors.

The London Victim and Witness Service provides specialist support to all victims of domestic abuse in London regardless of their identity. This includes specialist provision for LGBT+ victims.

The MPS Public Protection Improvement Plan seeks to improve the response and work of the police to these crimes. The MPS is also working closely with leading LGBT+ organisations to build relationships and understand the best ways to tackle specific concerns arising within the community.

LGBT Domestic Abuse (2)**Question No:** *2021/3746**Nick Rogers*

If available, please provide the number of LGBT Domestic Abuse calls to the Galop helpline from London for the past five years?

LGBT Domestic Abuse (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

We do not fund the LGBT domestic abuse helpline and do not hold this information.

Borough funded police officers**Question No:** *2021/3747**Nick Rogers*

Please provide the number of police officers funded by London councils, broken down by borough?

Borough funded police officers**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As of end of August 2021, the Partnership Plus Scheme supports 137.7 Full Time Equivalent (FTE) officers across 19 London Boroughs.

London Borough	No. of officers
LB Barking and Dagenham	9.0
LB Havering	5.0
LB Bexley	1.0
Royal Borough of Greenwich	3.0
LB Camden	1.0
LB Islington	3.0
Croydon	2.0
LB Sutton	4.0
LB Ealing	5.0
LB Hillingdon	10
LB Hounslow	14
LB Enfield	16.0
LB Hammersmith & Fulham	6.0
RB Kensington & Chelsea	4.0
LB Lambeth	5.0
LB Southwark	6.0
LB Tower Hamlets	26.0
LB Waltham Forest	1.7
LB Newham	16.0
TOTAL	137.7

TfL-funded Cycle Paths**Question No:** *2021/3748*

Peter Fortune

Will you provide me with a list of all the London Boroughs that have received funding from TfL to provide cycle paths since May 2016, including details of each cycle path?

TfL-funded Cycle Paths

The Mayor

Last updated: 12 SEPTEMBER , 2021

Within your question you use the term 'Cycle Paths' - I have interpreted this as all types of cycle routes, as opposed to 'cycle paths' which is often used to describe off-road cycle provision.

Please see attached list of all cycle routes and schemes funded by TfL across London Boroughs, including project management costs since 2016. Note that this list includes routes that have not yet been delivered – for example, where feasibility designs have not progressed any further due to a lack of stakeholder support or other issues.

NB: This list does not include projects where boroughs have received funding to deliver temporary cycling infrastructure during the pandemic.

Empty Developments – The Royal Docks

Question No: 2021/3751

Lord Bailey of Paddington

Are you able to advise of any progress made regarding empty developments at The Royal Docks?

Empty Developments – The Royal Docks

The Mayor

Last updated: 12 SEPTEMBER , 2021

The Royal Docks includes a number of sites which are ready for development but have not yet been developed. Each major site in the Royal Docks has a development partner and all the sites have some level of planning consent already in place. On most sites there will be some areas which will remain empty as they are awaiting an imminent start on site (i.e. within the next 12months). On sites or parts of sites where the relevant phases of development are not due to start imminently, there are some existing or planned temporary uses.

Unoccupied developments at The Royal Docks

Question No: 2021/3752

Lord Bailey of Paddington

What percentage of completed developments in the Royal Docks area are currently unoccupied?

Unoccupied developments at The Royal Docks**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Royal Docks contains a very large number of developments which have been completed. These include developments on GLA Land & Property Limited (GLAP) land as well as on privately owned land. There is no record kept of the extent of occupation or vacancy across all the various residential and commercial properties in the Royal Docks whether on GLAP land or third-party land. To do so would involve seeking information from a large number of different organisations about thousands of properties. In general, the Royal Docks has a very good record of attracting residents and businesses to the range of different developments which have been completed.

Completed developments in The Royal Docks**Question No: 2021/3753***Lord Bailey of Paddington*

How many housing units in completed developments in the Royal Docks area are currently unoccupied?

Completed developments in The Royal Docks**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Royal Docks has seen extensive new development of residential property over the past five years. This is including the development sites at Great Eastern Quays (a total of 818 new homes); Royal Albert Wharf (1,038); Brunel Street Works (975); Millet Place (236) and Royal Eden Dock (900). A significant proportion of these are affordable homes. Anecdotal information is that demand has been strong for these homes and there have been no significant reports of under occupation of homes. However, no record is kept by the GLA relating to the occupation of homes.

Knife Surrender Bins**Question No: 2021/3754***Lord Bailey of Paddington*

Please can you provide a breakdown of the number of knife surrender bins by borough?

Knife Surrender Bins**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Knife Surrender Bins**The Mayor**

Last updated: 14 OCTOBER , 2021

There are currently 23 **Word4Weapons** knife bins located across London. These can be found on their website <https://www.word4weapons.co.uk/bin-locations/>.

Word4Weapons then deliver the knives to the Met's property store who lawfully dispose of them on their behalf.

Missing Children

Question No: [2021/3755](#)

Lord Bailey of Paddington

For each year, Aug 2015 to July 2016, Aug 2016 to July 2017, Aug 2017 to July 2018, Aug 2018 to July 2019, Aug 2019 to July 2020 and Aug 2020 to July 2021 how many missing children have been reported in London broken down by age and ethnicity?

Missing Children

The Mayor

Last updated: 12 SEPTEMBER , 2021

Please see attached the requested information. The supplied notes page should be read in conjunction with the data to aid in interpretation.

Sexual offences on the tube

Question No: [2021/3756](#)

Lord Bailey of Paddington

For each year, Aug 2015 to July 2016, Aug 2016 to July 2017, Aug 2017 to July 2018, Aug 2018 to July 2019, Aug 2019 to July 2020 and Aug 2020 to July 2021, how many sexual offences have taken place on tube trains, broken down by line?

Sexual offences on the tube

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Sexual offences on the tube

The Mayor

Last updated: 26 OCTOBER , 2021

Crime data from the British Transport Police (BTP), held by Transport for London (TfL), has been provided for sexual offences on London Underground between August 2015 and July 2021.

The data shows a significant reduction in reported sexual offences during the pandemic with fewer people travelling. Year to date crime data for 2021/22 shows that the Central and Northern lines had the highest number of reported incidents. Overall, we know that sexual offences and sexual harassment are under-reported and a focus of TfL's work is improving confidence in reporting. While any instance of unwanted sexual behavior is abhorrent, an increase in reporting is encouraging. Unwanted sexual behavior of any kind is completely unacceptable and any incident no matter how minor should be reported to the police.

Tackling sexual offences on public transport remains a priority for TfL, the Metropolitan Police Service and BTP, and concerted action is underway to tackle it. Significant progress has been made in improving confidence in the reporting of sexual offences on public transport by making it easier for victims to report, enhancing police investigation and offender management, and

other targeted police activity. This year TfL, with its police partners, will be launching a new sexual harassment campaign across the public transport network, rolling out training for frontline transport staff, as well as continuing to fit Central line trains with CCTV as part of major upgrade works. This all forms part of TfL's programme to improve the safety of women and girls as they travel in the capital.

Tube CCTV

Question No: [2021/3757](#)

Lord Bailey of Paddington

Please can you provide an update on Tube CCTV roll out, including which train lines currently have CCTV and those that do not?

Tube CCTV

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tube CCTV

The Mayor

Last updated: 7 OCTOBER , 2021

Transport for London (TfL) currently has CCTV systems at all 270 stations that are London Underground owned. In addition to this, on-train CCTV operates on the District, Hammersmith & City, Circle, Metropolitan, Victoria, Jubilee and Northern lines.

There is no CCTV on the Waterloo & City, Piccadilly, Bakerloo or Central line fleet at the present time. This is due to be addressed by the following projects:

1. The Central Line Improvement Programme, which is fully funded and approved, and is due to be delivered by 2025. This will deliver a retrospective CCTV camera system on board the Central line fleet. The first train under this programme is currently planned to be in service by Spring 2022.
2. From 2025, TfL will also be introducing new trains with CCTV on the Piccadilly line, replacing the existing 1970s fleet.

TfL is also committed to replacing the Waterloo & City, Bakerloo and Central line fleet but such large-scale investment will not be possible without capital funding from the Government. TfL will continue to work with the Government to make the case for long term investment in London.

County Lines

Question No: [2021/3758](#)

Lord Bailey of Paddington

For each year, Aug 2015 to July 2016, Aug 2016 to July 2017, Aug 2017 to July 2018, Aug 2018 to July 2019, Aug 2019 to July 2020 and Aug 2020 to July 2021, for county lines, how many:

- Arrests have been made

- Children rescued from this crime
- [County Lines have] Been broken

County Lines**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

County Lines**The Mayor**

Last updated: 17 OCTOBER , 2021

Prior to November 2019 there were no county lines flags on MPS systems to help collate such data. It is therefore not possible to provide any MPS data for the period before November 2019. Without reviewing individual records, even subsequent to November 2019 it is only possible to provide aggregated MPS data.

From November 2019 to July 2021 the MPS, working in collaboration with forces across the country, has closed an estimated 533 lines originating from London, arrested 1,055 individuals linked to county lines offending and safeguarded 491 exploited children.

Since 2018 I have supported young Londoners up to the age of 25 exploited by county lines drugs networks through the Rescue and Response programme, where I have provided £5.7m of investment.

Met's communications department (1)**Question No: 2021/3759***Lord Bailey of Paddington*

How many people are employed by the Met's press and communications department?

Met's communications department (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Met's communications department (1)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The Metropolitan Police Service (MPS) Directorate of Media and Communication currently has 92 staff. Staff work in a range of specialisms including the 24/7 press office, internal communications, campaigns/marketing and digital communication.

Currently 39 of DMC's staff work as media officers providing 24/7 press office support to operational colleagues to fight crime, respond to major incidents and engage with London's communities on priority issues such a violence. Three of these posts are directly funded by Counter Terrorism to support nationally critical work in this area.

24 staff (one of which is CT funded and five of which are on fixed-term contracts to support the Met's Transformation programme) work in Internal Communications keeping our workforce informed on key organisational operational and policy issues through a range of channels including staff engagement events.

15 staff members work in Campaigns and Marketing delivering advertising campaigns to encourage Londoners to become police officers and to give Londoners crime prevention advice on a range of issues from street robbery to serious youth violence. This team are part funded by the Home Office National Uplift fund for their police officer recruitment campaign activity.

DMC's staffing also includes six digital communication specialists supporting the Met's use of social media channels to engage directly with the public. There are seven members of the Senior Management Team directing and overseeing the work of each of these areas and one staff member providing administrative support.

Met's communications department (2)

Question No: 2021/3760

Lord Bailey of Paddington

What is the budget for the Met's press and communications department?

Met's communications department (2)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Met's communications department (2)

The Mayor

Last updated: 25 JANUARY , 2024

The full budget for the MPS Directorate of Media and Communications (DMC) for 2021/22 is £7,073,268.

The budget includes the costs of communication staff as well as services such as press cuttings, excellence awards, staff and leadership events, internal communications and external communications. Please note a significant amount of campaign costs are not reflected in the budget due to them being funded by Home Office (violence), and HR (recruitment).

Homicides (1)

Question No: 2021/3761

Lord Bailey of Paddington

For each year, Aug 2015 to July 2016, Aug 2016 to July 2017, Aug 2017 to July 2018, Aug 2018 to July 2019, Aug 2019 to July 2020 and Aug 2020 to July 2021 how many homicides resulted in charges and how many successful prosecutions were there?

Homicides (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see the attached information provided by the Metropolitan Police Service for those homicide offences where a person has been charged between August 2015 and July 2021. The supplied notes page should be read in conjunction with the information to aid in interpretation.

Please note that the Metropolitan Police do not hold prosecution data for any crime types.

Homicides (2)**Question No: 2021/3762**

Lord Bailey of Paddington

For each year, Aug 2015 to July 2016, Aug 2016 to July 2017, Aug 2017 to July 2018, Aug 2018 to July 2019, Aug 2019 to July 2020 and Aug 2020 to July 2021 how many suspects were wanted/at large for homicide?

Homicides (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Please see the requested data attached. The supplied notes page should be read in conjunction with the data to aid in interpretation.

It should be noted the data refers to the number of people that have been circulated as wanted in connection with a homicide related offence during the periods specified. This is not a count of suspects currently wanted in relation to these offences.

Stanmore Safer Neighbourhood Team**Question No: 2021/3763**

Lord Bailey of Paddington

I understand that the Stanmore Safer Neighbourhood Team is going to move to Hatch End despite being offered space in the Stanmore Synagogue and the Royal National Orthopaedic Hospital. Please can you ask the Met to reconsider these offers to keep the team near the community they serve?

Stanmore Safer Neighbourhood Team**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Stanmore Safer Neighbourhood Team**The Mayor**

Last updated: 17 OCTOBER , 2021

The Stanmore Safer Neighbourhood Team is based at Centenary Park and this is expected to be their long term base. The location of Dedicated Ward Officers hubs are arranged in order that the DWO's begin their shift no more than 20 minutes journey time away from the ward they patrol.

The Met report that they are not aware of the offers from Stanmore Synagogue or the Royal National Orthopaedic Hospital. If you have further detail of the offers or contacts I will be happy to ask the MPS to assess these.

Let's Do London Summer Programmes

Question No: 2021/3764

Lord Bailey of Paddington

Please can you provide a breakdown of the events, installations and programmes which were held as part of the Let's Do London Campaign over the summer? Please list the cost, the borough(s) held in and any businesses which were involved.

Let's Do London Summer Programmes

The Mayor

Last updated: 12 SEPTEMBER , 2021

In July, I launched my Family Fun season to encourage families across the capital and nationwide to visit London this summer. delivered in the boroughs of Camden, Hackney, Islington, Kensington & Chelsea, Lambeth, Southwark, Tower Hamlets, Westminster and the City of London. The total cost of the programme is £339,745. Partners included Breakin Convention, Designs in the Air, Heart of London Business Alliance, National Gallery, Natural History Museum, Network Rail, Royal Parks, Sadler's Wells, Science Museum, Society of London Theatres, Somerset House, Spitalfields Market, Royal Academy of Arts and V&A.

In August, we launched Back to the Big Screen, a campaign in partnership with BAFTA, BFI, Barbican, Luna Cinema, Film London and UK Cinema Association to support London's cinemas and film industry to recover and increase public confidence in returning to events and venues. The project cost £249,000 included four days of free outdoor film screenings in Trafalgar Square.

Supporting Businesses with Staff Shortages

Question No: 2021/3765

Lord Bailey of Paddington

What actions have you taken over the summer to support businesses with staff shortages?

Supporting Businesses with Staff Shortages

The Mayor

Last updated: 12 SEPTEMBER , 2021

The London Progression Collaboration (LPC) pilot has been working with businesses to create apprenticeships in priority sectors. Over £8.4m in apprenticeship levy has been raised by their *Reskilling the Recovery* campaign, creating hundreds of apprenticeships across the capital.

My Academies Programme will coordinate training in London, linking Londoners to job vacancies and addressing skills shortages in sectors including digital, green, hospitality and the creative industries, which are critical to London's recovery.

I have also established a working group with Jobcentre Plus, London Councils and Sub-Regional Partnerships to coordinate learning and employment support in the capital. Members of the working group recently met with hospitality employers facing staffing challenges, connecting them to employment support providers with potential candidates.

However, given the urgency and the scale of the staff shortages businesses are facing the Government should explore all policy levers to ensure that the immigration system meets our economic needs and helps businesses get back on their feet as quickly as possible.

Disappointingly the Government's 'shortage occupation list', which could help to ameliorate such problems, includes barely any of the roles that are now urgently needed in sectors like hospitality, construction and haulage. This is why I am lobbying for London to have devolved powers to fill vacancies in sectors where there are acute shortages, including the ability to create a more demand-led regional list of shortage occupations for London.

Training Ex-Prisoners

Question No: [2021/3766](#)

Lord Bailey of Paddington

What work are you undertaking to support and train ex-prisoners to fill job vacancies in London?

Training Ex-Prisoners

The Mayor

Last updated: 12 SEPTEMBER , 2021

In my first term in office I demonstrated my commitment to supporting ex-offenders as a disadvantaged group through the Skills for Londoners Capital Fund, with investments into employment-focused learning settings in two of London's prisons.

The Bad Boys' Bakery and Café equipment upgrade at HMP Brixton has enabled the purchase of industry-standard equipment to upgrade the bakery/café to support learners in gaining practical work experience and industry relevant qualifications to increase their chances of gaining employment on release from custody.

We also invested in a new restaurant facility at HMP Wormwood Scrubs, which is part of a Catering Career Routeway into employment for prisoners. The facility is providing learners with a real-work environment to develop the skills they need to find meaningful employment in the catering industry on release.

In this term I will ask the newly reconvened Skills for Londoners Board and Business Partnership to engage with employment education and resettlement partners, including the [New Futures Network](#), [Novus](#) and [Bounce Back](#), which have well established links with Her Majesty's Prison and Probation Service, to improve through the gate support for offenders into employment.

Summer Night Time Economy

Question No: [2021/3767](#)

Lord Bailey of Paddington

What actions have you taken over the summer to boost the night time economy since COVID-19 restrictions have been removed?

Summer Night Time Economy

The Mayor

Last updated: 12 SEPTEMBER , 2021

My £7 million Let's Do London campaign is attracting visitors back to central London's to enjoy the world-class culture, retail, leisure and nightlife our city has to offer. The campaign aims to increase footfall, consumer spend and boost confidence.

On 2 September, I launched the Let's Do London 'Lates' season, encouraging visitors and Londoners back to the city's unique night time experiences.

Last month we also launched Back to the Big Screen, a project in partnership with BAFTA, BFI, Film London, Barbican and the UK Cinema Association to increase public confidence in returning to cinemas and supporting London's film industry.

The High Street Reopening Coordination Group, chaired by my Night Czar, provided best practice and guidance for boroughs and businesses to support the safe reopening of the night time economy. It brought together key borough stakeholders, the police and businesses to ensure a coordinated pan-London response.

Night Time Economy Measurables

Question No: *2021/3768*

Lord Bailey of Paddington

How are you measuring success and growth within London's night time economy?

Night Time Economy Measurables

The Mayor

Last updated: 12 SEPTEMBER , 2021

I am supporting boroughs to measure the success and growth of London's night time economy through my Night Time Data Observatory and High Street Data Service. This free resource includes training sessions to help boroughs develop baseline data of existing night time activities in their area so that we can measure changes accurately and regularly.

In addition, my £7 million Let's Do London campaign is attracting visitors back to central London to enjoy the world-class culture, retail, leisure and nightlife our city has to offer.

The campaign has a comprehensive evaluation programme to measure performance. London & Partners are measuring the impact of the campaign on public confidence by tracking people's intentions to take a trip to London (a day trip or short overnight trips). Our results already show that audiences who recall the campaign are more than twice as likely to visit London, which is positive news for businesses.

The campaign also tracks footfall in London and spend data. Mid-August saw the highest average daytime visitor numbers since 19 July reopening, with weekend visitor levels at 86 per cent of the usual rate and weekdays at 62 per cent.

Supporting International Tourism

Question No: 2021/3769

Lord Bailey of Paddington

Since my question 2021/2083, travel restrictions have eased for visitors from some countries. What are you doing to boost and support international tourism to London and when will you update your tourism vision for London?

Supporting International Tourism

The Mayor

Last updated: 12 SEPTEMBER , 2021

I have tasked London & Partners, my official business growth and destination agency, to work closely with Visit Britain and tourism industry stakeholders to plan for international tourism recovery as restrictions ease for more countries.

This includes consulting on priority markets and activities, and checking demand from the industry to update the Tourism Vision for London.

My current focus is on boosting domestic tourism through the Let's Do London campaign. It is designed to attract UK visitors and Londoners to the capital and drive spend in our city's hospitality sector, with the latest independent evaluation showing that audiences who recall the campaign are more than twice as likely to have visited London than those who cannot recall it. Almost two-thirds who recall the campaign intend to visit London in the next three months.

I have been lobbying the government for further investment to support the recovery of international tourism.

Financially Insecure Londoners

Question No: 2021/3770

Lord Bailey of Paddington

What actions are you taking to support financially insecure Londoners and help them become more financially secure?

Financially Insecure Londoners

The Mayor

Last updated: 12 SEPTEMBER , 2021

Supporting financially insecure Londoners is a high priority for me and is at the heart of the work of the London Recovery Board.

The Robust Safety Net Recovery mission aims to ensure that every Londoner can access the support they need to avoid or alleviate financial hardship. To work towards this I have invested £1 million in the Advice in Community Settings grant scheme. This builds on my successful school-based pilot with the Child Poverty Action Group by funding partnerships across London to embed income maximisation, debt and other advice services in community locations.

I'm also helping Londoners to secure good quality, well paid jobs through the Good Work for All recovery mission, and I continue to bang the drum for the London Living Wage and encourage employers to provide better pay and conditions for their employees through my Good Work Standard.

Unbanked Londoners**Question No: 2021/3771***Lord Bailey of Paddington*

What actions are you taking to support the unbanked in London?

Unbanked Londoners**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Unbanked Londoners**The Mayor**

Last updated: 11 OCTOBER , 2021

Not having access to a bank account is a driver of financial exclusion and can trap those affected in financial hardship.

The Robust Safety Net recovery mission aims to ensure that Londoners experiencing financial hardship can access the support they need to alleviate it. To work towards this, I'm investing over £1.5 million in the Advice in Community Settings programme which funds partnerships across the capital to provide income maximisation advice and support to the most excluded Londoners – this includes help opening bank accounts.

I'm also investing a further £24 million in my Life Off the Streets programme which funds initiatives that provide rough sleepers with the help they need – including opening bank accounts – to get off the streets for good. I'll also be exploring what role youth workers and personal mentors can play in supporting unbanked young Londoners through the New Deal for Young Londoners and Robust Safety Net recovery missions.

International Business in London**Question No: 2021/3772***Lord Bailey of Paddington*

What actions are you taking to boost London's status as a global city and support international business in London?

International Business in London**The Mayor**

Last updated: 12 SEPTEMBER , 2021

London & Partners, my official business growth and destination agency, continues to promote London internationally as a leading global destination, including delivering internationally renowned events like London Tech Week and Silicon Valley comes to the UK to showcase London on the global stage, whilst focusing on attracting international businesses from high-growth sectors that will bring the most value to London. Since the start of this financial year, London & Partners have delivered £113m of economic benefit to London and over 1,800 jobs.

London Ambulance Service - Low-Traffic Neighbourhoods (LTNs)**Question No:** 2021/3773*Susan Hall*

Have there been any representations from London Ambulance Service to TfL or to you regarding the impact of LTNs on their response times? If so, can you provide details of said representations?

London Ambulance Service - Low-Traffic Neighbourhoods (LTNs)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Transport for London (TfL) has worked closely with the emergency services and boroughs to ensure strong direct liaison and meets the emergency services and borough representatives regularly. No formal representations have been made to TfL, but through TfL's regular liaison with blue-light services, borough officers were made aware that the emergency services have expressed a preference for the wider use of camera-enforced traffic filters, and TfL is working with boroughs to increase their use where appropriate.

Payments in lieu of notice (1)**Question No:** 2021/3774*Susan Hall*

How many departing GLA employees have received payments/settlements in lieu of notice over the last 3 years? Please provide a breakdown by directorate.

Payments in lieu of notice (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Payments in lieu of notice (1)**The Mayor**

Last updated: 14 DECEMBER , 2021

Number of payments/settlements in lieu of notice

Directorate	1 April 2018 to 1 April 2019 to 1 April 2020 to		
	31 March 2019	31 March 2020	31 March 2021
Assembly Secretariat	1	2	0
Chief Officer's Directorate	2	1	1
Communities & Skills	1	0	0
Good Growth	1	0	0
Housing & Land	2	0	0
London's European Office	0	0	2
Mayor's Office	1	0	0
Resources	3	2	2
Strategy & Communications	4	2	2
Total	15	7	7

Payments in lieu of notice (2)**Question No:** 2021/3775*Susan Hall*

What is the value of said payments/settlements in lieu of notice to GLA employees over the last 3 years? Please provide a breakdown by directorate.

Payments in lieu of notice (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Payments in lieu of notice (2)**The Mayor**

Last updated: 14 DECEMBER , 2021

Cost of payments/settlements in lieu of notice

Directorate	Cost
	£
Assembly Secretariat	37,704
Chief Officer's Directorate	19,819
Communities & Skills	29,816
Good Growth	28,096
Housing & Land	14,491
London's European Office	*39,938
Mayor's Office	4,308
Resources	44,806
Strategy & Communications	67,901
Total	286,879

*Redundancy payments are treated differently under Belgian employment law. Payment is based on payment in lieu of notice, which is accrued at three months for every five years of service, up to 12 months, rather than a compensation payment based on years of service. Payment would have been made in Euros, but this figure has been calculated using exchangerates.org as of March 2021, when the payment was made.

Extinction Rebellion**Question No:** 2021/3777*Susan Hall*

How much have the latest Extinction Rebellion protests cost the Met police?

Extinction Rebellion**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The latest Extinction Rebellion Protests ended on September 5th. Costs are still being assessed.

LetsDoLondon

Question No: 2021/3778

Susan Hall

How much was spent on inflatable eyes and their installation as part of the #LetsDoLondon campaign?

LetsDoLondon**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Eyeconic London Art Trail featuring inflatable eyes formed part of the Let's Do London Family Fun season.

The inflatable artworks were situated in strategic 'cold spots' - areas experiencing low footfall - next to and near central London visitor attractions and shopping areas to draw footfall back to these important locations. The total cost spent on the artworks and installation is £90,895.

The Eyeconic London Art Trail was welcomed and supported by boroughs and Business Improvement Districts keen to host the installations.

In its first week, the Eyeconic London Art Trail was the 5th most popular content on the Visit London app. The online trail was viewed by people across the UK, with Londoners making up 19.7 per cent of users and UK domestic users at 80.3 per cent. Media coverage had a total estimated reach of 44 million, including coverage in The Guardian and Daily Telegraph.

FGM

Question No: 2021/3779

Susan Hall

Why have there been no recent successful prosecutions for FGM in London?

FGM**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

FGM**The Mayor**

Last updated: 17 OCTOBER , 2021

The despicable practice of female genital mutilation (FGM) has no place in our city and I am working with the MPS to ensure they are working to prosecute those guilty of these crimes.

An important landmark was the first (and only) conviction, nationally, for FGM, which the MPS secured in 2019. This was secured through implementing the lessons learned from three previous unsuccessful prosecutions and listening to the needs of victims and communities.

It should be noted that effective responses to FGM cannot be judged on the success of prosecutions alone. Protecting those vulnerable to FGM is also extremely important and securing successful safeguarding outcomes should not be overlooked.

I will continue to press the MPS to build on their approach to effectively tackling this disgusting crime, improving their investigative standards and increasing their intelligence on cutters to promote prevention opportunities.

UCPI

Question No: [2021/3780](#)

Susan Hall

How many files have been provided to the Undercover Policing Inquiry? If possible, please also provide the number of pages submitted.

UCPI

The Mayor

Last updated: 12 SEPTEMBER , 2021

As of 1 September 2021, the Metropolitan Police Service has disclosed some 81,000 documents and electronic exhibits to the Inquiry, totalling more than 609,000 pages.

Independent Inquiry into Child Sexual Abuse

Question No: [2021/3781](#)

Susan Hall

How many files have been provided to the Independent Inquiry into Child Sexual Abuse? If possible, please also provide the number of pages submitted.

Independent Inquiry into Child Sexual Abuse

The Mayor

Last updated: 12 SEPTEMBER , 2021

9,749 files were provided electronically. There were also a limited number of large files which were viewed by IICSA Lawyers at Cam Road, because they were too big to be passed electronically. This would have been less than 10.

Due to the configuration of the documents provided it is not possible to provide an estimate of how many pages this would constitute without returning to each individual submission.

AI guidance

Question No: [2021/3782](#)

Susan Hall

How will the new Artificial Intelligence guidance from the College of Policing impact its use by the Met?

AI guidance**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

AI guidance**The Mayor**

Last updated: 14 OCTOBER , 2021

Neither MOPAC nor the Metropolitan Police Service is aware of new guidance from the College of Policing on Artificial Intelligence.

IOPC investigations (1)**Question No: 2021/3783**

Susan Hall

What is the average time of an IOPC (Independent Office for Police Conduct) investigation of a Met police officer?

IOPC investigations (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Questions regarding IOPC investigations should be directed to the IOPC.

IOPC investigations (2)**Question No: 2021/3784**

Susan Hall

Please can you provide a top 10 list of the current longest (Independent Office for Police Conduct) IOPC investigations times?

IOPC investigations (2)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Questions regarding IOPC investigations should be directed to the IOPC.

Older Londoners without Internet**Question No: 2021/3786**

Tony Devenish

Age UK's "Mind the Digital Gap" report, highlighted that 200,000 Londoners over 75 currently do not use the internet at all. What actions are you taking to ensure that those who are unable or choose not to use the internet are not disadvantaged when it comes to accessing support and services as London recovers from the pandemic?

Older Londoners without Internet**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Bridging the digital divide is a complex challenge, covering connectivity, affordability, basic skills and access to a device. As part of the London Recovery Programme, London Councils and I have prioritised Digital Access for All as one of the missions to ensure that 'Every Londoner has access to good connectivity, basic digital skills and the device or support they need to be online by 2025.'

I have allocated £1.5 million over the next two years to work with the London Office of Technology and Innovation (LOTI) on the Digital Inclusion Innovation Programme to improve data on need, innovate in the supply of devices and data packages and scale good practice across London. Our ambition is a new digital access pathway for Londoners to access the skills, device or other support they need and developing a 'minimum access package' for Londoners through a series of programmes run by LOTI and working with boroughs and others.

As part of this work, dialogue with local authorities, service providers and charities such as Age UK is underway to better understand how they can be supported to provide services to those who choose not to use the internet.

Improving Internet Access for Over 65s

Question No: 2021/3787

Tony Devenish

With Age UK's "Mind the Digital Gap" report highlighting that one in four Londoners over 65 reported they would like to use the internet more, what actions are you taking to improve internet access for Londoners over 65?

Improving Internet Access for Over 65s**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As part of the London Recovery Programme, London Councils and I have prioritised Digital Access for All as one of the missions to ensure that 'Every Londoner has access to good connectivity, basic digital skills and the device or support they need to be online by 2025.'

I am supporting the London Office of Technology and Innovation on the Digital Inclusion Innovation Programme to provide data on the level of need, design and test ways to address key barriers that stop people accessing the support that exists.

The Skills and Employment unit is using Adult Education Budget to establish an Essential Digital Skills Entitlement. The Adult Education Roadmap for London is currently being consulted on that, this sets out how I will use the devolved AEB to ensure skills and employment opportunities are more accessible, impactful and locally relevant through investing in physical and digital learning spaces.

The GLA's Connected London Programme supports the mission's work and aims to improve digital connectivity in under-served homes and areas. The team is coordinating the delivery of £31.4m of grant funding for upgrading buildings to deliver new digital services across London, including £10m that I have allocated from the GLA's Strategic Investment Fund, £6m from Ministry for Housing, Communities and Local Government, and £15.4m allocated to

the boroughs through the Strategic Investment Pot. The Connected London team are working with Transport for London (TfL) and London's local authorities to identify priority sites.

Marylebone to Oxford Train Idling

Question No: [2021/3788](#)

Tony Devenish

The Marylebone to Oxford train is often left running for up to 20 minutes at Marylebone Station pumping out diesel fumes with noise levels of over 100dB. This is a particular problem for residents on Boston Place, which is directly next to the station.

Will you join me in writing to Chiltern Railways and to Marylebone Station to urge them to find a solution to this unacceptable situation?

Marylebone to Oxford Train Idling

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Marylebone to Oxford Train Idling

The Mayor

Last updated: 10 MARCH , 2022

While public transport has an overall positive effect on the environment by removing unnecessary car trips, I recognise the impact older diesel trains can have, particularly on nearby residents at London's rail termini.

As you will be aware, the Department for Transport awarded Chilterns Railways a new six-year contract in December 2021 to run train services from Marylebone Station. Chiltern Railways recently unveiled the country's first battery-diesel train, which can deliver zero-emissions while running on battery power and also reduces noise emission at stations. I welcome the commitment by Chiltern Railways to expand on this trial and develop a business case for the conversion of all diesel trains to hybrid technology.

However, this issue is not fully resolvable by Chiltern Railways and Network Rail and can only be fully addressed if the Government commit to electrifying all National Rail lines in London.

Lorry Driver Training

Question No: [2021/3789](#)

Tony Devenish

The Road Haulage Association believes there is a 100,000 shortage of lorry drivers in the UK. With wage rates of up to £18.41 an hour and some companies offering £2,000 "golden hellos", will you look at a training scheme in London to ensure long-term unemployed Londoners can access these vacancies?

Lorry Driver Training**The Mayor**

Last updated: 12 SEPTEMBER , 2021

Through the *Helping Londoners into Good Work* Mission, I am working with London Councils, Jobcentre Plus and the Sub-Regional Partnerships on a *No Wrong Door* approach which aims to ensure the capital's skills and employment system supports Londoners into good training and employment opportunities. This includes identifying local and London-wide demand for employment support to meet recruitment needs. I will continue working with partners to identify where there may be opportunities to better coordinate training opportunities in lorry driving and other roles for the long-term unemployed.

My revised Skills for Londoners Business Partnership membership will also include representation from the Logistics sector. The Partnership helps inform City Hall's skills programmes and policy development to meet the needs of London's key sectors and support Londoners into good jobs.

GLA Buildings**Question No: 2021/3790**

Tony Devenish

Will you eliminate all GLA "gas guzzler" buildings rated F and G by January 2023?

GLA Buildings**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The current City Hall DEC rating is D and the new City Hall at the Crystal has BREEAM Outstanding accreditation. The new City Hall is a flagship for sustainability and energy efficiency. The current City Hall and the new City Hall also use 100% green energy.

GLA Group Suppliers**Question No: 2021/3791**

Tony Devenish

Can you confirm whether or not all food and beverage suppliers to the GLA Group of organisations adhere strictly to the Mayor's 15 minute village concept or at the very least procure from London locally sourced producers?

GLA Group Suppliers**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

GLA Group Suppliers**The Mayor**

Last updated: 10 APRIL , 2022

At present, there is no contracted catering service within City Hall, the previous provider ended the contract earlier this year due to the impact of COVID-19.

The GLA is currently undertaking procurement to appoint a new catering services provider for the new City Hall. The scope of services sets out the GLA's commitment to locally sourced food:

"The Service Provider shall endeavour to build seasonality into all menus. Fruit and vegetables should be seasonal and where possible locally produced. Where available, food and drinks should be sourced from London."

The successful provider will outline their strategy regarding the local and seasonal sourcing of menu items, this will be reviewed throughout the contract.

The London Fire Brigade confirmed that their catering contractor's produce is supplied within London.

Electric Vehicle Charging

Question No: [2021/3792](#)

Tony Devenish

Can you explain why inner London boroughs like Tower Hamlets and Newham are not listening to you and leading the charge to expand EV charging across the capital?

Electric Vehicle Charging

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Electric Vehicle Charging

The Mayor

Last updated: 16 SEPTEMBER , 2021

While London boroughs are able to engage with electric vehicle (EV) charge point operators directly, Transport for London (TfL) is actively engaging with borough officers to help shape plans for the future roll-out of charging points.

For instance, TfL is working with boroughs to facilitate a more coordinated and consistent approach to installing charge points across London. This includes efforts to establish a pan-London procurement model for EV charging infrastructure to achieve consistency on pricing, maintenance and sharing of usage data, which is invaluable for informing future delivery.

In partnership with boroughs through the Go Ultra Low Cities scheme, TfL has supported the delivery of more than 3,000 residential charging points. TfL has also delivered over 300 Rapid Charging Points to date.

TfL will publish a London EV Infrastructure Strategy later this year and, in parallel, is developing mechanisms to support the efficient delivery of charging infrastructure on GLA Group land.

Mode of transport for GLA Group staff

Question No: [2021/3793](#)

Tony Devenish

Can you provide a full breakdown of what form of transport all GLA Group employees use to commute to work and include with cars which engine size of the vehicles?

Mode of transport for GLA Group staff**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Mode of transport for GLA Group staff**The Mayor**

Last updated: 14 OCTOBER , 2021

The GLA Group does not collect information from staff regarding how they commute to work.

Hydrogen Strategy**Question No: 2021/3794***Tony Devenish*

Will you welcome the Government's new Hydrogen Strategy and what opportunities do you believe London can gain from it?

Hydrogen Strategy**The Mayor**

Last updated: 12 SEPTEMBER , 2021

After such a long wait, the eventual publication of the Government's Hydrogen Strategy is of course welcome. A challenge for the Government will be directing hydrogen to the most suitable uses where it is the most cost-effective way of reducing emissions and developing a green hydrogen industry to support supply.

In the near term, the UK will only be producing small volumes of low carbon hydrogen. A good result for London by 2030 would be to see hydrogen being used in harder to electrify transport modes, such as heavy goods vehicles, in selected industries, and potentially an energy source for district heating systems. I continue to support hydrogen in London and recently launched the first double decker hydrogen bus fleet in England, which from 2023 will be powered by renewable hydrogen from wind.

Green jobs (1)**Question No: 2021/3795***Tony Devenish*

Could you set out your timeline for the creation of 175,260 new "green" jobs as per your manifesto commitment?

Green jobs (1)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The Green New Deal mission has an objective, agreed by the London Recovery Board, that aims to double the size of London's green economy by 2030 through a green and fair recovery that protects jobs and supports businesses to create new ones. The stated aim is to double the value of sales made in the green economy as measured by London's Low Carbon and Environmental Goods and Services The Green New Deal mission is supported by the Good Work for Londoners mission, which is identifying and supporting the development of London's green skills capacity.

Research and analysis that took place for the Green New Deal fund recognised the potential to support over 175,000 jobs in the green economy over the coming ten years.

This growth will be achieved through actions such as retrofitting and adapting buildings, developing renewable and district energy, rolling out electric vehicle charging, expanding urban greening and resilience and raising green finance to support these projects. My Innovation Partnership alone has the potential value of £10 billion which could deliver up to 190,000 retrofitted homes and 150,000 jobs over a decade in the UK.

In the decade up to 2019/20, sales in the green economy doubled from £23bn to over £48bn creating over 140,000 jobs. By doubling London's green economy over the coming decade, I am confident that similar job growth is possible.

Green jobs (2)

Question No: [2021/3796](#)

Tony Devenish

Could you confirm what milestones have been set for the creation of 175,260 new "green" jobs as per your manifesto commitment?

Green jobs (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

Research and analysis that took place for the Green New Deal fund recognised the potential to support over 175,000 jobs in the green economy over the coming ten years.

The latest update of London's Low Carbon Market Snapshot, or Low Carbon and Environmental Goods and Services sector, is currently being undertaken and will be published in the autumn.

This report will include a timeseries of annual growth rates for sales and employment since 2007/08 and take account of the impacts on the sector of the COVID-19 pandemic last year. Following publication, GLA officers will assess the potential growth trajectory for the sector between now and 2030.

This growth will be driven by my policy framework, such as being net zero by 2030, that I have created in London and complimented by my London Recovery Programme, especially my Green New Deal mission. It will also be driven by other opportunities through national and international policies as demand for environmental goods and services grow.

Green jobs (3)

Question No: [2021/3797](#)

Tony Devenish

How many green jobs, broken down into what type, did you create during your first term in office?

Green jobs (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

As referenced in MQ 2021/3795, I have been creating the policy and market framework to support the transition to a low carbon circular economy. In my first term I had two main programmes, Better Futures and Advance London, that were designed to support green businesses to grow and help create jobs.

The latest [London Low Carbon Market Snapshot 2019 Report](#) shows the amount of green jobs that were created in London between 2016/17 and 2017/18 and the Low Carbon Market Snapshot that is currently being finalised will take that data up to 2020/21. This report includes the breakdown of how jobs are split across the 24 sub-sectors within the Low Carbon and Environmental Goods and Services.

In 2016/17 there were nearly 225,000 people employed in London's Low Carbon and Environmental Goods and Services and by 2019/20 that had risen to over 300,000 people.

Green investment**Question No: 2021/3798**

Tony Devenish

How much green investment have you committed to obtaining during your second mayoral term?

Green investment**The Mayor**

Last updated: 12 SEPTEMBER , 2021

My manifesto stated that I will support the City to be the world leading centre for green finance, including setting up a new financing facility to bring more investment into London.

My 1.5°C Action Plan estimated £61bn of investment is needed in infrastructure to get London to net zero. I am currently working with the Green Finance Institute to look at options for what a financing facility could look like and the level of funding it could potentially raise to support my environmental priorities.

In addition to a Finance Facility, I already have a number of mechanisms and programmes that attract green finance including my Mayor's Energy Efficiency Fund (MEEF) and Funding London that attract finance directly and then my accelerator programmes, the London Plan, and Green New Deal programme that all attract investment to help deliver these climate and environmental related projects. I am also creating an investment platform that will allow investors to fund renewable energy projects that supply energy to the GLA Group via power purchase agreements.

Waste and Recycling**Question No: 2021/3799**

Tony Devenish

While welcoming Dr Liz Goodwin's reappointment as ReLondon's Chair, progress on waste and recycling seems glacial at best, months before COP26, with London still bottom of the class

nationally. What will you personally do to support ReLondon to accelerate progress during the next 3 years?

Waste and Recycling

The Mayor

Last updated: 12 SEPTEMBER , 2021

In addition to appointing my representative as Chair I also appoint one independent member to the Board of ReLondon, which is filled by Deputy Mayor Shirley Rodrigues. Together Dr Goodwin and Deputy Mayor Rodrigues will ensure that ReLondon focuses on reducing waste, increasing recycling and helping to tackle the climate emergency through promotion of the circular economy.

ReLondon's current business plan prioritises funding for the Resource London programme which works with the GLA to support boroughs in delivering their Reduction and Recycling Plans and to produce guidance to help improve waste services, such as recycling in flats. This has meant that London has shown a year on year increase in recycling rates since 2016/2017 (one of only two UK regions to do so) and that some boroughs have shown significant increases such as Lewisham who improved recycling by 6% following the introduction of new services supported by ReLondon.

Electric Vehicle Charging

Question No: 2021/3800

Tony Devenish

How will you work with partners to make charging electric vehicles more affordable to Londoners in order to facilitate the transition to electric cars?

Electric Vehicle Charging

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Electric Vehicle Charging

The Mayor

Last updated: 15 SEPTEMBER , 2021

I am committed to ensuring Londoners who are unable to charge a vehicle at home are not penalised through higher costs at public charge points. I support the Transport Committee's recommendations[1] that Government must address the discrepancy between the 5 per cent VAT incurred for home charging and 20 per cent VAT for on-street, especially as around 25 per cent of car owning households in London do not have access to a private driveway to enable home charging[2].

I am pleased to see that many charge point operators now provide preferential charging rates to key user groups including taxis and private hire vehicles. I have set up a London Charge Point Operators Forum to promote better standardisation and interoperability of systems and will continue to work to improve the overall user charging experience.

Transport for London (TfL) is also working with stakeholders to develop an Electric Vehicle Infrastructure Strategy, due to be published later this year, which will look at how the public

and private sectors can further support the delivery of electric vehicle infrastructure so that essential car journeys may be made in the cleanest vehicles.

[1] <https://committees.parliament.uk/publications/6985/documents/72845/default/>

[2] London Travel Demand Survey (LTDS), TfL, 2015/16 to 2017/18

Heathrow Express and Piccadilly Line Closures (1)

Question No: [2021/3801](#)

Tony Devenish

If the Heathrow Express and the Piccadilly Line are closed at the same time, is that a sign of failure on the part of London Underground and Network Rail?

Heathrow Express and Piccadilly Line Closures (1)

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Heathrow Express and Piccadilly Line Closures (1)

The Mayor

Last updated: 12 OCTOBER , 2021

London Underground and Network Rail work hard to minimise the number of times that railway lines serving the same locations are closed at the same time. Very occasionally such closures are unavoidable if there are no viable alternatives.

On 26 December 2021 London Underground will be part way through a seven-day closure of the Piccadilly line between Acton Town and Heathrow (24 to 30 December 2021). The principal work being undertaken on the Underground is the replacement of ten sets of points (the movable sections of track, which allow trains to move from one line to another) at Northfields, which will renew life expired assets and enable a redesign to accommodate more trains, as part of the Piccadilly Line Upgrade.

Network Rail, which does not usually run a full service on Boxing Day, needs to undertake essential upgrades to its signalling system around Paddington station.

Working with Heathrow and other stakeholders, London Underground will lead on the provision of alternative transport, as detailed in my response to Mayor's Question [2021/3802](#).

Heathrow Express and Piccadilly Line Closures (2)

Question No: [2021/3802](#)

Tony Devenish

If the Heathrow Express and the Piccadilly Line are closed at the same time, how would you recommend people, who wish to avoid driving, travel to Heathrow Airport?

Heathrow Express and Piccadilly Line Closures (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Heathrow Express and Piccadilly Line Closures (2)**The Mayor**

Last updated: 12 OCTOBER , 2021

Heathrow Express, TfL Rail and London Underground Piccadilly line services between Heathrow and Acton Town will be closed on Boxing Day. Heathrow Express and TfL Rail services will resume on Monday 27 December and the Piccadilly line works will continue until 30 December.

On Boxing Day, customers travelling to Heathrow will be directed to replacement coach services operated by TfL. These services will run non-stop between Hammersmith and Heathrow. The coach service will be operated every few minutes with accessible vehicles.

The non-stop services will operate from Hammersmith lower bus station rather than Acton Town, as there are two bus stops available for exclusive use of the rail replacement services, providing additional space, making it easier to load luggage and providing a better experience for customers. TfL uses coaches for these services as they are more suitable for customers with luggage and for the motorway journey to the airport. In addition, TfL will have customer information staff through Hammersmith shopping centre and the lower bus station, and porters to load/unload luggage on the coaches. Great Western Railway/Heathrow Express and TfL Rail will direct their customers from Paddington to Hammersmith for these express coach services.

TfL will also operate a series of rail replacement bus services during the seven-day closure of the Piccadilly line to Heathrow (24-30 December), including the following when the closure is between Acton Town and Heathrow over Christmas:

- Acton Town to Heathrow Central Bus Station via all local stations.
- Hammersmith to Heathrow Central Bus Station (for Terminals 2 and 3) non-stop.
- Hammersmith to Heathrow Terminal 5 non-stop.

Non-Running Tube Services**Question No: 2021/3803***Tony Devenish*

Please provide a full list of all the weekend Tube services that London Underground has failed to run, with the reasons, during 2021.

Non-Running Tube Services**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Non-Running Tube Services**The Mayor**

Last updated: 26 OCTOBER , 2021

Colleagues at London Underground (LU) have worked tirelessly to operate the maximum service possible throughout the pandemic. Thousands of trips are timetabled daily and so headline data has been collated. In calendar year 2021 to date, the average weekend service operated has been 79.8 per cent, so 20.2 per cent of journeys failed to run. This has been due to a combination of several factors:

- Shortages of Train Operators and Service Control staff due to vacancies. (Due to Covid-19, TfL was unable to train new staff to replace those who have left.)
- Shortages of Train Operators and Service Control staff due to absence (a significant proportion Covid-19 related).
- Customer related incidents, such as casualties on the track and trespassers.
- Asset related issues such as signalling and rolling stock failures.
- Other factors, such as significant rainfall events.

The attached file provides a weekly breakdown for this calendar year from 27 December 2020 to 28 August 2021 of the average LU services operated.

Tube Control Room Organograms

Question No: 2021/3804

Tony Devenish

Please provide a full description with shift patterns and organograms of the Tube control rooms.

Tube Control Room Organograms**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tube Control Room Organograms**The Mayor**

Last updated: 15 SEPTEMBER , 2021

The organisational structure of Transport for London's Service Control Centres (SCC) varies depending on the signalling system and other factors. Each has the following structure of staff critical to service delivery. Other grades/roles also exist.

One **Service Control Manager (SCM) who is the** employing manager accountable for all staff at the SCC (typically office hours) and the line manager to Service Managers.

There are seven **Service Managers (SM)**. One SM is on duty daily around the clock (early, late and night shifts working a roster) and they oversee operations of the line and are line managers for SCL2s (see below).

Service Controller Level 2 (SCL2) are the 'Line Controllers' on duty daily around the clock, working a roster of varying shift times, who control train movements and oversee communications between trains, stations, asset operations, and emergency services. They each

manage a 'desk' controlling a section of line. The number of desks and therefore number of SCL2s varies depending on the line.

End of Tube Staff Furlough

Question No: 2021/3805

Tony Devenish

Please confirm the date when you stopped using furlough for Tube staff.

End of Tube Staff Furlough

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

End of Tube Staff Furlough

The Mayor

Last updated: 15 SEPTEMBER , 2021

The date the last Transport for London employee returned from the Government's Job Retention Scheme was the 2 December 2020.

Tube Staff Absenteeism

Question No: 2021/3806

Tony Devenish

Please provide absenteeism numbers of Tube staff from March 2020 to date with a summary of reasons.

Tube Staff Absenteeism

The Mayor

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tube Staff Absenteeism

The Mayor

Last updated: 12 OCTOBER , 2021

The table below provides a summary of the incidences of absence, by absence type, for London Underground employees between March 2020 and 1 September 2021.

The table provides the number of incidences of each absence type, the percentage of planned workdays that these absences accounted for, and the proportion of each absence type.

Covid-related absence is the most common absence type since March 2020; this includes those who tested positive for Covid-19, those required to shield or those required to self-isolate.

Reason	No. of Incidences	% of Planned Working Days	% of Absence Days
COVID	8,704	2.02%	29.50%

Musculo Skeletal	2,995	1.09%	15.88%
Gastrointestinal	2,377	0.35%	5.12%
Coughs and Colds	2,259	0.29%	4.22%
Mental Health	2,178	1.26%	18.44%
Accidents/Assaults	1,382	0.47%	6.84%
Neurological including Eye and Ear	1,340	0.27%	3.98%
Miscellaneous – Absences awaiting classification	1,122	0.16%	2.36%
Other	799	0.25%	3.64%
Respiratory	593	0.15%	2.23%
Heart Diseases Including Blood Pressure	344	0.20%	2.92%
Genitourinary/Renal	335	0.10%	1.52%
Infections	187	0.04%	0.60%
Pregnancy/Childbirth	119	0.05%	0.71%
Cancers/Carcinoma/Tumour/Neoplasms	96	0.12%	1.76%
Endocrine and Metabolic Disorders including Diabetes	53	0.02%	0.28%
Grand Total	24,883	6.84%	-

PSPOs in Hammersmith & Fulham

Question No: [2021/3807](#)

Tony Devenish

Will you urge Hammersmith & Fulham Council to explore the benefits of PSPOs to clamp down on nuisance vehicles?

PSPOs in Hammersmith & Fulham

The Mayor

Last updated: 12 SEPTEMBER , 2021

I am aware that nuisance vehicles are a serious problem in Hammersmith and Fulham, and I acknowledge the adverse effect this must be having on local residents. I would like to reassure them that the MPS and Hammersmith and Fulham Council are taking their complaints seriously and working to tackle the problem. I support Councils using their powers as required in their local areas, including the use of PSPOs where it is an appropriate response.

Marylebone Road Congestion

Question No: [2021/3808](#)

Tony Devenish

I have received a number of emails complaining about near-permanent congestion and increased pollution on Marylebone Road since the introduction of a temporary cycle lane removed a lane for cars. There is particular concern about the impact of this on UCL Hospital. When can my constituents expect this temporary lane to be removed?

Marylebone Road Congestion**The Mayor**

Last updated: 12 SEPTEMBER , 2021

The temporary Euston Road cycle lane was installed in August 2020 in response to the pandemic, in order to encourage more people to use active travel modes such as cycling. Transport for London (TfL) has been engaging with the London Borough of Camden and other stakeholders, including the emergency services, since the cycle lane was installed and their feedback will be important in determining the future of the scheme.

All of the changes made on Euston Road last year were introduced using Temporary Traffic Orders (TTOs). TfL is now considering what the next steps for this scheme should be. Data will be reviewed, including any traffic flow changes, bus journey times, cycling data and also the feedback received from the public and other stakeholders since August 2020. As TfL decides about this scheme, all interested parties, including stakeholders, will be kept informed on what is intended and what the next steps will be.

Tube Closures (1)**Question No: [2021/3809](#)**

Tony Devenish

Londoners understand the need for regular maintenance work on the Tube and London Overground. However the scale of recent work, at a time when London's economy is seeking to recover from Covid, seems excessive. Why was more work not carried out during lockdown?

Tube Closures (1)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tube Closures (1)**The Mayor**

Last updated: 15 SEPTEMBER , 2021

Transport for London (TfL) implemented a 'safe stop' to construction activity for twelve weeks during the first coronavirus lockdown in spring 2020. Beyond this twelve week period, TfL made every effort to re-plan closures to carry out works to shorter timescales, however TfL's ability to complete works was constrained due to staff absence as a result of illness/self-isolation as well as due to social distancing requirements.

TfL has also sought to carry out planned works during lockdowns and periods of lower demand, including planning in additional closures in July 2020 to undertake track repairs in the Hatton Cross area. It also took the opportunity for a one-week closure of the Circle/District lines in August 2021, when Tube journeys remained reduced.

As TfL has found new ways to deliver weekend works and restrictions have eased, there is once again a closure programme making full use of available resources.

Please also see my response to Mayor's Question [2021/3498](#) about closures on the London Overground.

Tube Closures (2)**Question No:** 2021/3810*Tony Devenish*

Please list all the London Underground closures in 2021, broken down by Tube Line and including any planned closures for the rest of the year.

Tube Closures (2)**The Mayor**

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Tube Closures (2)**The Mayor**

Last updated: 14 DECEMBER , 2021

Please find attached the schedule of London Underground track closures for 2021 including those proposed up to the end of the year.

There are a variety of reasons why weekend track closures take place. Recently, these include:

- **Track renewals:** To ensure TfL continues to provide a safe and reliable service, it is imperative that it undertakes regular renewals of our track and points (the movable sections of track, which allow trains to move from one line to another).
- **Four Lines Modernisation:** As part of its work to upgrade the Circle, District, Hammersmith & City and Metropolitan lines to modern reliable signalling, TfL has to test it thoroughly when the railway is closed to make sure it works effectively and reliably before being introduced.
- **Crossrail:** Crossrail works are often in close proximity to Tube lines, which means that stations have needed to be closed for work to be carried out. Currently, Crossrail works at Whitechapel are being carried out near to the District line tracks and platforms.
- **Network Rail:** Due to their proximity, TfL sometimes has to close its lines to enable work to take place on Network Rail infrastructure. Some of its services also operate on Network Rail infrastructure, meaning they cannot run when maintenance work is happening.

To minimise the impacts on customers, TfL always aims to carry out engineering works when they will cause the least disruption. Where there are closures, TfL will look to provide alternative travel options.

TfL also works closely with Network Rail, who carry out their own engineering works, to ensure a coordinated approach across London.

Vauxhall Bridge Road**Question No:** 2021/3811*Tony Devenish*

TfL has proposed traffic calming measures on Vauxhall Bridge Road. I have been contacted by a number of constituents who point out that the stretch of road immediately adjacent to the proposed changes has been badly damaged by repeatedly being dug up by TfL-authorized utility companies and then badly repaired. Before carrying out any additional work, will you

commit to putting right the piece of Vauxhall Bridge Road between where TfL is proposing to do work and the junction with Rampayne Street?

Vauxhall Bridge Road

[The Mayor](#)

Last updated: 13 SEPTEMBER , 2021

Officers are preparing an answer.

Vauxhall Bridge Road

[The Mayor](#)

Last updated: 19 SEPTEMBER , 2021

Transport for London's (TfL's) consultation on proposals to lower speed limits in Westminster has recently closed. The Lowering Speed Limits scheme is part of my Vision Zero Action Plan to eliminate death and serious injury on London's transport network by 2041. TfL's proposals will bring the Transport for London Road Network in Westminster in line with borough roads which have already been reduced to 20mph. Once the results from the consultation have been collated, TfL will be in a position to announce next steps.

TfL will seek to coordinate existing plans to resurface sections of Vauxhall Bridge Road as part of this work.

TfL works closely with utility companies to ensure their reinstatement works meet the Specification for Reinstatement of Openings in the Highway - the standard for quality control for such work. TfL exceeds the statutory requirement for inspecting work sites.

London offices

Question No: [2021/3812](#)

Tony Devenish

Do you agree with the Colliers Report that "ten percent of London offices may be unusable in two years? What are you going to do to help solve this business and green challenge?"

London offices

[The Mayor](#)

Last updated: 12 SEPTEMBER , 2021

The report appears to refer to the poor performance of workplaces against the Government's Non-Domestic Private Rented Sector Minimum Energy Efficiency Standards, which aim to ensure that landlords improve the energy efficiency of the buildings they lease out. Landlords must take responsibility for the impact of their buildings on climate change, and there are a wide range of actions that landlords of F and G rated buildings can carry out to improve the energy performance of their buildings and comply with the regulations.

I support the energy efficiency retrofit of public sector workplaces through my Retrofit Accelerator – Workplaces programme. My [London Business Climate hub](#) provides a range of materials and advice to support businesses in improving the energy efficiency of their buildings. I also [responded](#) to the latest consultation on the future trajectory of the Non-Domestic Private Rented Sector Minimum Energy Efficiency Standards.

UNESCO World Heritage Listing

Question No: **2021/3813**

Tony Devenish

Will you conduct a review to ensure London learns the lessons from Liverpool losing its UNESCO world heritage site listing?

UNESCO World Heritage Listing

The Mayor

Last updated: 12 SEPTEMBER , 2021

London has taken actions to avoid this in relation to London's World Heritage Sites (WHS) but it is clearly important to remain vigilant.

At the start of my first term, Westminster WHS was under threat of being placed on the World Heritage in Danger list (this measure was taken for Liverpool in 2012 and is a precursor to a WHS losing its status). There was a UNESCO World Heritage Committee Reactive Monitoring Mission to London in February 2017. I met with mission officials and set out my strong commitment to conservation and the management of London's World Heritage Sites and London's heritage in general.

Following this Mission, the World Heritage Committee decided not to place Westminster on the World Heritage in Danger list and made a number of recommendations to avoid it being placed on the 'in danger list' in the future. We addressed many of these recommendations through my London Plan which contains clearer and stronger policies to protect London's World Heritage Sites and ensure that tall buildings do not harm them.

I will continue to monitor any future decisions and recommendations of the World Heritage Committee for London's four World Heritage Sites and take the necessary steps to protect their status.

London's built environment (1)

Question No: **2021/3814**

Tony Devenish

What will you do to empower local people over the design of developments in their area?

London's built environment (1)

The Mayor

Last updated: 12 SEPTEMBER , 2021

My London Plan is clear about the importance of inclusive growth and good design and provides a framework to ensure that local people are engaged in shaping their surroundings - from the development of local plans through to the design of development proposals.

For example, when gathering evidence for their local plans, boroughs need to engage the local community to understand how they perceive, experience and value the local area and use this information to establish the location and scale of growth in an area. This helps inform the design-led approach to optimising site capacity: making the best use of land in a way that builds on valued characteristics.

The use of design codes is promoted for sites and areas. Local people should be key in shaping these codes and thus influencing the future design of their neighbourhoods. Boroughs are also encouraged to set out design parameters in site allocations, which give local residents the opportunity to influence future development on these sites early in the planning process. Having this design detail in the local plan provides a shared understanding by the community and developers about the nature of development that would be acceptable on a site.

For individual development proposals, design review is encouraged for all development and required under London Plan Policy D4(D) for referable applications for tall buildings or high-density housing. Local design review panels play an important role in improving the design of developments.

London's built environment (2)

Question No: [2021/3815](#)

Tony Devenish

The Crown Estate has chosen to consolidate recent changes to Regent Street, permanently narrowing the carriageway, adding planters, broadening traffic medians and expanding bus stops. Do you believe there are opportunities to do this elsewhere in London? If so, how will you help this happen, and how will you respond to concerns about troublesome side effects?

London's built environment (2)

The Mayor

Last updated: 12 SEPTEMBER , 2021

My Transport Strategy sets out an ambition to make streets across the Capital safer and improve them for walking, cycling and public transport, in line with Vision Zero and the Healthy Streets Approach. During the pandemic Transport for London (TfL), the London boroughs and other organisations rapidly delivered schemes, such as Regent Street, to respond to the challenges of the pandemic by making London's streets and public spaces safer for walking, cycling, and social distancing. Many of these were delivered in temporary form under emergency Government guidance.

As stated in my manifesto commitment I will work to ensure communities and stakeholder groups are properly consulted on schemes, refining where necessary, and making them permanent where they are successful. TfL have produced guidance for boroughs delivering temporary and experimental schemes, including a section on consultation and engagement, and a separate guidance document on monitoring. TfL and the boroughs continue to monitor the effects of temporary schemes to support consistent and well-evidenced decision making on whether schemes are made permanent

TfL works closely with London boroughs to plan, fund and deliver improvements to TfL and borough road networks. Healthy Streets schemes are carefully developed with consideration of all road users, seeking input from disability groups and individuals through public consultation and engagement activities to ensure they consider the needs of the local community and groups with protected characteristics. In terms of opportunities for similar schemes elsewhere in London, I would welcome your support for schemes that Transport for London has supported to reduce traffic dominance on Kensington High Street and Holland Park Avenue, but which the local borough decided against proceeding with.

London's built environment (3)**Question No: 2021/3816***Tony Devenish*

Do you believe that consensual development is possible if communities are empowered and benefitted, as set out in Policy Exchange's 'Strong Suburbs' report, turning local people into enthusiastic supporters rather than opponents of new homes?

London's built environment (3)**The Mayor**

Last updated: 12 SEPTEMBER , 2021

According to Government research, two thirds of Londoners support more homes being built in their local area. Londoners are more likely to support housebuilding than people living in any other region and to say that new homes are better built (MHCLG, 'Public attitudes to house building', October 2018). But clearly development can be contentious and it is important to involve communities and ensure that development delivers local benefits. My London Plan sets a clear objective for everyone involved in planning to encourage early and inclusive engagement with stakeholders, including local communities, in the development of proposals, policies and area-based strategies.

I'm pleased to see increased support from organisations like Policy Exchange for intensification of residential areas – something that I have been championing through my London Plan, including the policy on small sites. However, the Strong Suburbs report relies on significant reforms to become reality. I am pushing forward with encouraging sustainable intensification now within the existing system, both through my London Plan policies and by bringing forward London Plan Guidance for how boroughs can put in place design codes and identify capacity for growth, informed by the character of an area and the need for new homes.

Speakers' Corner stabbing**Question No: 2021/3817***Tony Devenish*

Are you satisfied that the recent stabbing of a Christian preacher at Speakers' Corner has been investigated properly and do you consider this a hate based crime?

Speakers' Corner stabbing**The Mayor**

Last updated: 12 SEPTEMBER , 2021

This matter is being investigated and I am confident that this is being progressed expeditiously and diligently. Specialist officers are also supporting the victim.

There are a number of different aspects of this investigation that are still being progressed, not least arresting the person responsible. I am advised that at present there is nothing to suggest this was a Hate Crime, but this will remain under review throughout the investigation.

Greenwashing

Question No: [2021/3819](#)

Tony Devenish

What work have you undertaken since your answer to MQ [2020/4777](#) to protect Londoners on this vital topic?

Greenwashing

The Mayor

Last updated: 12 SEPTEMBER , 2021

As I said in my answer to MQ 2020/4777 in December 2020, I have always been clear that my vision for London's environment must be driven by evidence and successful real world actions. That was the focus of my first term and will, if anything, be even more important in my second term as the need for action grows.

I continue to deliver programmes to go further and faster in pursuit of my net zero by 2030 target. I am introducing the expanded Ultra Low Emission Zone in October and in June I launched England's first 20 strong double-decker hydrogen bus fleet. I announced £10m of funding through my Green New Deal Fund to support projects including Future Neighbourhoods, Solar Together, Community Energy, bus garage electrification, Better Futures and Advance London. I also secured, with London boroughs, over £160m of government funding to support my 'Retrofit Revolution' delivering activities including my Social Housing Retrofit Accelerator, the Innovation Partnership, a Solar Skills programme and further activity through my Warmer Homes programme.

Oral Update to the Mayor's Report

Question No: [2021/3821](#)

Andrew Boff

Andrew Boff AM (Chair): The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report. Good morning, Mr Mayor.

Oral Update to the Mayor's Report

The Mayor

Last updated: 26 SEPTEMBER , 2021

Sadiq Khan (Mayor of London): I will begin my opening comments in Mayor's Question Time by sending my good wishes to Assembly Member Duvall, who is not with us today. Len has been a stalwart presence in this Chamber since the day the Assembly first met and has always been a thoughtful, passionate and insightful influencer since I have been Mayor. At the Assembly he is a dedicated representative of Greenwich and Lewisham, and I am sure we all wish him a speedy recovery and look forward to seeing him back on his feet - or in his chair - as soon as possible.

In a few days we mark the 20th anniversary of the 9/11 attacks. Even though two decades have now passed, all of us in the Chamber will vividly remember the shocking events of that fateful day. It is right that we take a moment this morning to honour and remember the thousands of innocent people who tragically lost their lives, including the 67 Britons who were killed, many of whom hailed from London. Today, and in the days leading up to the anniversary, our thoughts are with all the friends and family members who lost loved ones and to everyone who suffered life-changing injuries. Sadly, here in London we are no strangers to

cowardly attacks on our city and on our values, and failed attempts to divide us in our communities. As ever, we stand united with our friends in America against terrorism and we remain determined to show the world that those who seek to destroy our way of life will never succeed.

Nothing is more important to me than keeping Londoners safe. That is why in July I announced that Lord [Toby] Harris would be completing a new independent report into what can be done to further improve our city's preparedness for a major terrorist attack. It is why, today, I am announcing that we will be investing an additional £400,000 to do even more to help prevent radicalisation and violent extremism in all its forms. The new investment is about building on the great work of our Shared Endeavour Fund, which is empowering communities to deliver grassroots projects that not only work to prevent violent extremism and to stop vulnerable Londoners from becoming radicalised, but also to fight racism and hate crime. Since 2020, this fund has already directly benefited 25,000 people and reached more than 600,000 altogether. The additional funding we are announcing today will ensure that we can reach thousands more.

I look forward to answering questions later on this morning, Chair, but I have been asked for one oral update by Assembly Member Russell about the Extinction Rebellion policing. The Metropolitan Police Service (MPS) has done a very good job in challenging times over the last two weeks, ensuring disruption has been minimised and Londoners have been kept safe. The police have fulfilled their duty by facilitating these protests. Where protesters have taken direct action and broken the law, they have responded. In the past two weeks, specialist removal teams have removed 133 people locked on or glued to structures. Officers have also made in the region of 480 arrests.